

#592



Made in W-Germany



**Maryland Department of Transportation  
State Highway Administration**

#1103 - 110 Co

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

January 30, 1996

Mrs. Jennifer Aldrich  
921 Brown Trail  
Coppell, Texas 75019

Dear Mrs. Aldrich:

Thank you for your letter requesting noise barriers for the Hunt Club Estates community, located along I-95 in Howard county. These are no plans to construct noise barriers at this location. I would like to explain a little about our noise abatement policy and how this decision was made.

When we receive requests for noise barriers each area is evaluated and measured against criteria that include: whether the noise levels exceed an impact threshold of 67 decibels (dBA), whether the homes pre-date construction of the highway, and whether a noise barrier can be built for a reasonable cost.

Several years ago, the State Highway Administration conducted a noise monitoring study at the Hunt Club Estates community. I have included a copy of the results of that study for your information. The study was performed at those homes which pre-date construction of I-95, because the homes built after the highway would not qualify under our criteria. Results of the study showed that the impact threshold was exceeded at a number of the residences monitored. Through further analysis it was determined that the cost to construct a noise barrier at this location would exceed our cost criteria of \$40,000 per residence. Given this information, the community was determined ineligible for noise abatement.

I regret that I am unable to offer a positive response to your request. If you would like to discuss this information, please do not hesitate to call me at (410)545-8640.

Sincerely,

Charles B. Adams

Director

Office of Environmental Design

Enclosure

cc: Gene Straub

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

*From*

bcc: Noise Abatement Team

3



**Maryland Department of Transportation  
State Highway Administration**

#1086-PC  
David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

March 8, 1996

Mrs. Sheila Alexander  
6810 Friendship Court  
Clinton, Maryland 20735

Dear Mrs. Alexander:

I am writing to follow-up our previous letter regarding the possibility of providing landscaping along MD 5, near your home.

I am pleased to inform you that we are planning to include landscape screening in conjunction with the MD 5 highway improvements. Construction on the highway work is currently scheduled to begin in the spring of 1997. Plantings in the area of Friendship Road will be done following completion of the highway improvements.

In the meantime, if you have any questions about this information, please feel free to call me at (410) 545-8640.

Sincerely,

Charles B. Adams

Director

Office of Environmental Design

cc: Mr. William Kuhl  
Ms. Shawn Newson

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation  
State Highway Administration**

#1122 BA  
David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

July 16, 1996

Mr. Tom Aljuni  
32 Holmehurst Avenue  
Catonsville, Maryland 21228

Dear Mr. Aljuni:

Thank you for contacting our office to request a noise barrier along the Baltimore Beltway (I-695), near your home. The present noise barrier along I-695 in the Catonsville area stops before your home. I would like to explain why this occurred.

The decision not to extend the noise barrier along the outer loop ramp was based on restrictions imposed by topographic conditions in the area. There is a major drainage course within 20-30 feet of the end of the barrier with a severely eroded slope. It was determined during the design phase that the noise barrier would have to be terminated at its present location to avoid the danger of the wall being eventually undermined by progressive erosion. Consideration was given to remedial action to stop the erosion, however, a costly retaining wall would have been required. This would have allowed for an additional 100-150 feet of barrier wall to be constructed adjacent to the right-of-way line, but would not have provided significant additional noise reduction.

An extension of the barrier wall from the drainage area to the railroad embankment of the former bridge was also considered during design of the project. However, due to the topography, the required height of the wall section was well in excess of 20 feet and provided only marginal noise reduction. In addition, a second retaining wall would have been required adjacent to the drainage area because of the erosion problems. The total cost of this extension was estimated to exceed \$250,000; a cost that was considered excessive. In view of this information, it was decided to end the noise barrier at this location. When the studies for the expansion of I-695 are conducted in this area, we will re-evaluate this situation.

I regret that I cannot offer a more positive response to your request for a noise barrier. However, if you would like to discuss this matter further, please feel free to contact Mr. Ken Polcak of our Noise Abatement Team. Ken is available at (410)545-8601.

Sincerely,

  
Charles B. Adams

Director

Office of Environmental Design

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**Maryland Department of Transportation  
State Highway Administration**

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

June 13, 1996

Ms. Lisa Arthur  
5123 Clifford Road  
Perry Hall, Maryland 21128

Dear Ms. Arthur:

Thank you for contacting our office about the noise from I-95, near your home in the Lawrence Hill community. I would like to explain a little about our noise abatement policy and how it relates to your community.

When we receive requests for noise barriers each community is evaluated against criteria that include: whether the noise levels approach or exceed 67 decibels (dBA), whether the homes predate the highway, and whether an effective noise barrier can be built for a reasonable cost. Our records indicate that the Lawrence Hill community was constructed after I-95 and after the improvements to MD 43 were planned. Additionally, results of a 1994 noise study conducted at 5109 Clifford Road found noise levels in the community were below the impact threshold. A copy of the test results is included for your reference. In view of this information, we cannot consider the area for noise abatement.

I regret that I am unable to offer a more positive response to your request. However, if you have any questions regarding this information, please feel free to call Shawn Newson of our Noise Abatement Team. Shawn can be reached at (410)545-8600.

Sincerely,

Charles B. Adams

Director  
Office of Environmental Design

Enclosure

cc: Noise Abatement Team

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

1

Draft to  
CBA  
8 12-24-96

Mr. and Mrs. Alfred W. Barry, Jr.  
8343 Carrbridge Circle  
Towson MD 21204

Dear Mr. and Mrs. Barry:

Thank you for your letter about the proposed noise barrier along I-695 for the Village Green community. I am pleased to confirm that funding has been approved to construct a noise barrier from Joppa Road to Thornton Road.

The State Highway Administration's Office of Environmental Design will be managing this project. Construction is scheduled to begin in Spring 1998. When design of the barrier is completed and the project is close to advancement, a meeting will be scheduled to inform the community on the details of the project.

Thank you again for your letter. I hope that this information eases your concerns about the future noise barrier. In the meantime, if you have any questions, please feel free to call Mr. Charles Adams, SHA's Director of Environmental Design. Mr. Adams may be reached at (410) 545-8640.

Sincerely,

David L. Winstead  
Secretary

cc: Mr. Charles B. Adams, Office of Environmental Design, SHA  
Mr. Parker Williams, Administrator, SHA



Mr. Clement D. Erhardt  
Page Two

bcc: Mr. James Hade, Noise Abatement Team Leader, SHA  
Mr. Dave Malkowski, District Engineer, SHA  
Mr. Kenneth Polcak, Noise Abatement Team, SHA



**Maryland Department of Transportation  
State Highway Administration**

#1156 -AA  
10

David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

September 10, 1996

The Honorable Steny H. Hoyer  
U.S. District Courthouse  
Suite 310  
6500 Cherrywood Lane  
Greenbelt MD 20770

Dear Congressman Hoyer:

Thank you for your recent letter on behalf of Mr. and Mrs. Baillieul, who live in the Lake of the Pines community. They are concerned about the highway traffic noise from US 50.

Noise abatement projects are classified as either Type II or Type I projects. Those which fall into the Type II program involve the construction of noise barriers at locations where the highway was built before environmental analysis became a part of the highway development process. Communities must predate the original highway to be eligible for the Type II program. These are stand-alone projects and consist solely of noise barrier construction. The Lake of the Pines community is not eligible for the Type II program because the homes were built after the original construction of US 50.

Type I noise abatement projects are those which are built in conjunction with new roadway construction or expansion of existing highways. Noise barriers are included when an environmental impact analysis, conducted during the highway planning process, determines that noise levels will equal or exceed an impact threshold of 66 decibels (dBA) and can be reduced for a reasonable cost. The homes must predate the approval date of the highway improvements to be considered for this program.

When the Federal Highway Administration gave its location approval for the US 50 improvements, the homes in the Lake of the Pines subdivision had not been built and, therefore, were not addressed in the environmental analysis. Additionally, noise measurements conducted for nearby Rutland Road found that neither current noise levels, nor those predicted for the design year of 2005, would reach the impact threshold. In view of this information, noise barriers for this area were not included in the highway project.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

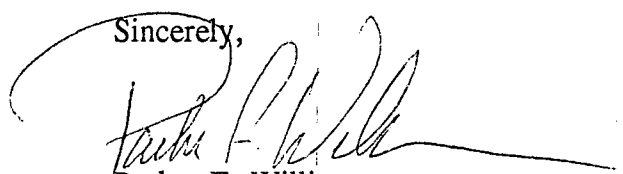
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

11

The Honorable Steny H. Hoyer  
September 10, 1996  
Page Two

Thank you again for your letter. I regret that I cannot offer a more positive response to the request of the citizens of this community. However, if you would like to discuss this matter further, please feel free to call me or Mr. Charles Adams, our Director of Environmental Design, who may be reached at (410) 545-8640.

Sincerely,



Parker F. Williams  
Administrator

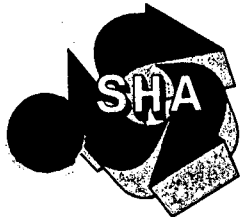
cc: Mr. Charles B. Adams, Director, State Highway Administration  
Mr. Paul Armstrong, District Engineer, State Highway Administration  
Mr. John Lewis, Jr., State Legislative Officer,  
Maryland Department of Transportation

12  
The Honorable Steny H. Hoyer  
September 10, 1996  
Page Three

SEP 16 1996

bcc: Mr. James Hade, Noise Abatement Team, State Highway Administration  
Ms. Shawn Newson, Noise Abatement Team, State Highway Administration

Prepared by: Shawn Newson, Office of Environmental Design



**Maryland Department of Transportation  
State Highway Administration**

13 #1128-HO  
David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

May 30, 1996

Mr. Richard Baker  
8933 Chapel Avenue  
Ellicott City, Maryland 21043

Dear Mr. Baker:

I am writing to share with you the results of the recent noise monitoring study conducted at the community of Wilton Farm Acres community, located near the I-70/US 29 interchange. A series of short-term noise measurements were performed at 10 sites throughout the community during morning and evening rush hour periods. A copy of the noise report which explains the results is included for your reference.

Results of the noise monitoring study show that overall, noise levels in the community are below the impact threshold of 67 decibels (dBA). Only one residence experienced noise levels above the impact threshold. For a community to be considered for noise abatement, noise levels must approach or exceed 67 dBA. Maryland defines approach as 66 decibels. Given the results of the noise study and based on our criteria, we cannot consider the Wilton Farm Acres community for noise abatement.

I regret that I am not able to offer a more positive response to your community's request. However, if you would like to discuss this information, please feel free to call Mr. Ken Polcak, of our Noise Abatement Team. Ken can be reached at (410)545-8601.

Sincerely,

Charles B. Adams

Director  
Office of Environmental Design

Enclosure

cc: Noise Abatement Team

My telephone number is \_\_\_\_\_

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**Maryland Department of Transportation**  
**State Highway Administration**

*M*

# 1212

David L. Winstead  
Secretary

Parker F. Williams  
Administrator

August 12, 1996

Mr. Vincent Barnabae  
6509 Woodbridge Circle  
Catonsville MD 21228

Dear Mr. Barnabae:

This letter is to follow up a certified letter that was sent to you in mid July but not claimed. The State Highway Administration wants to make sure that all of the property owners affected by the proposed noise abatement project are contacted. The following is the content of the certified letter:

I am writing to bring you up to date on the status of the proposed noise abatement project to be constructed along the Baltimore Beltway (I-695) between US 40 and I-70. The State Highway Administration requires that any right-of-way needed for the placement of noise walls, along with any utility relocation, drainage and construction easements required for construction of the noise walls be made available at no cost to the State. In May of this year we made initial contacts with several property owners on Woodbridge Circle and learned that they could not agree to donate the required right-of-way. The State Highway Administration regrets that due to our inability to obtain the needed right-of-way donations, that the proposed noise abatement wall will not be constructed on the Outer Loop of I-695 from North of Crosby Rd. toward I-70 for a distance of 1000 feet. A community meeting was held on June 27, at the Emmanuel Lutheran Church to discuss the details of this situation.

In the future when this area of the beltway is expanded the construction of this portion of the noise barrier will be reassessed.

We are sorry for any inconvenience this issue may cause. If you have any questions please call our Project Manager, Mr. Fred Eisen at 545-8598.

Sincerely,

*S/CBA*

Charles B. Adams,  
Director  
Office of Environmental Design

CBA/FAE  
nowall.doc

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

**Maryland Department of Transportation**

**The Secretary's Office**

15 #310  
**Parris N. Glendening**  
Governor

**David L. Winstead**  
Secretary

**Thomas L. Osborne**  
Deputy Secretary

February 1, 1996

Dr. John and Mrs. Jeane Beschenbossel  
1604 Governor Bridge Road  
Davidsonville MD 21035

Dear Dr. and Mrs. Beschenbossel:

Governor Glendening received your recent letter about a barrier along US 50 to reduce noise levels at your property. The Governor has asked me to reply on his behalf.

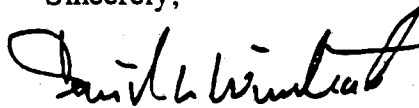
The decision on where to build noise barriers is based on a number of factors, including noise levels, feasibility of noise reduction, date of development, and cost. The environmental impact studies performed for the expansion of US 50 indicated noise levels after the expansion would not significantly increase over the levels before the improvements, and were not expected to be above the impact threshold. Measurements taken at your home prior to the reconstruction showed noise levels well below the impact threshold. Now that the construction is complete, this information can certainly be verified to ascertain if our impact criteria are met. A State Highway Administration (SHA) representative will contact you to arrange for these follow-up measurements.

If SHA determines there has been an adverse impact as the result of the expansion of US 50, an evaluation of the feasibility and reasonability of reducing the noise levels will be made. This determination will look at our ability to effectively reduce noise levels, as well as at the cost to do so.

As soon as a noise measurement study and impact assessment are completed, I will be back in touch with you with the results. While this may take several months because of the unpredictability of Winter weather, we will complete the study as quickly as we can.

Again, thank you for bringing this to our attention. If you have any questions, please do not hesitate to call Mr. Charles Adams, Environmental Design Director for the State Highway Administration, who may be reached at (410) 545-8640.

Sincerely,



David L. Winstead  
Secretary

cc: The Honorable Parris N. Glendening  
Mr. Charles B. Adams  
Mr. Paul D. Armstrong  
Mr. Hal Kassoff

My telephone number is (410)- 859-7600  
TTY For the Deaf: (410) 684-6919

16

Dr. John and Mrs. Jeane Beschenbossel  
February 1, 1996  
Page Two

bcc: Mr. John Lewis  
Mr. James Hade  
Ms. Shawn Newson

RECEIVED  
FEB 15 1996

Office of Environmental Design





**Maryland Department of Transportation  
State Highway Administration**

#1111-3A  
17  
David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

March 5, 1996

Mrs. Ada Birgel  
4601 Poplar Avenue  
Baltimore, Maryland 21227

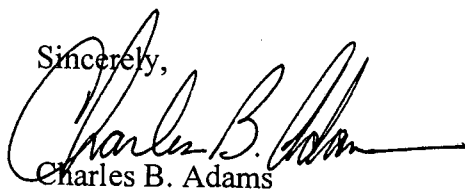
Dear Mrs. Birgel:

Thank you for your letter about the noise from the I-95 and the Baltimore Beltway (I-695), near your home.

In 1982 the State Highway Administration developed a list of areas that met the eligibility criteria for our retrofit noise barrier program. Project #26 (which includes your residence); extends from north of Southwestern Boulevard to north of Metropolitan Boulevard, is one of our remaining Type II projects that had not previously been funded. We have initiated design for all of the remaining retrofit noise barrier projects. Our goal is to fund them over the next several years, subject to a local share of 20% of the project cost. Additional funding for noise barriers has been included in the 1996-2001 Consolidated Transportation Plan. The funding for individual projects will be worked out over the next few months. When we have developed preliminary design information, we will schedule a meeting to present this to the community.

In the meantime, if you have any questions regarding this information, please feel free to call me at (410)545-8640.

Sincerely,



Charles B. Adams  
Director  
Office of Environmental Design

cc: Noise Abatement Team

My telephone number is \_\_\_\_\_

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

May 3, 1996

Md. Dept. Transportation  
Office Environmental Design  
707 North Calvert St  
Baltimore, Md. 21202

Att: Charles B. Adams

Dear Sir:

Since we were here  
long before I-95 Highway. I think  
we should have gotten the sound  
barriers first. This highway has  
invaded the tranquility of this  
community. Hoping you can  
do something in this matter soon.

I remain, Birgel

Mrs. A. Birgel

4601 Poplar Ave.

Baltimore, Md.

2/227

Re: pend  
letter from  
3/5/96



**Maryland Department of Transportation  
State Highway Administration**

19

# 1145

David L. Winstead  
Secretary

Parker F. Williams  
Administrator

August 15, 1996

Mr. Robert Bottomley  
4816 Norbeck Road  
Rockville, Maryland 20853-1617

Dear Mr. Bottomley:

Thank you for contacting our office on behalf of the citizens on Norbeck Road about the noise from MD 28.

We will research the details of your community to determine if the area meets our criteria for noise abatement. You can expect to hear from us within the next 3 weeks. In the meantime, if you have any questions, please feel free to call me at (410)545-8600.

Sincerely,

Shawn Newson  
Office of Environmental Design  
Noise Abatement Team

cc: file

My telephone number is \_\_\_\_\_

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1-800-735-2258 Statewide Toll Free

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation**  
**State Highway Administration**

20

BINDER  
#1150-BA

David L. Winstead  
Secretary

Parker F. Williams  
Administrator

December 4, 1996

Ms. Boyd  
3027 Balder Avenue  
Parkville MD 21034

Dear Ms. Boyd:

Thank you for contacting our office about the highway traffic noise from the Baltimore Beltway (I-695), near your home. I would like to explain a little about our noise abatement policy and how it relates to your community.

Requests for noise barriers are evaluated against criteria that include whether the homes predate the original construction of the highway, whether the noise levels equal or exceed an impact threshold of 66 decibels (dBA), and whether an effective noise barrier can be constructed within our reasonable cost guidelines.

As you may already know, the State Highway Administration (SHA), plans to expand the Beltway near your community. Currently, this work is on hold because construction funds are not available. However, preliminary work that included an environmental analysis has been performed. Results of the analysis identified Balder Avenue and Arizona Avenue as areas to be further studied for noise abatement when the Beltway is widened. This analysis will be conducted once we advance to the design phase of the proposed Beltway improvements. A representative from our office will contact you to schedule additional noise measurements once we reach that stage.

In the meantime, if you should have any questions regarding this matter, please feel free to contact Shawn Newson, of our Noise Abatement Team. Shawn is available at (410) 545-8600.

Sincerely,

Charles B. Adams  
Director  
Office of Environmental Design

cc: Noise Abatement Team

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

21

bcc: Mr. Dave Malkowski

Mr. Robert Byrd  
4903 Brentley Road  
Temple Hills, MD 20748-2102

Dear Mr. Byrd:

Thank you for contacting our office about the highway traffic noise from the Capital Beltway (I-495), near your home in the Temple Hills community.

In 1985, a noise monitoring study was conducted at your community. Results of the study found that the cost to construct a noise barrier would exceed our cost criteria of \$40,000 per residence. In view of this information, the community was considered ineligible for noise barriers.

Over the past year, our noise abatement policy has been under review. The review is now completed and we are currently developing a list of areas to be re-evaluated based on the revised noise policy. We would like to include your community as part of this re-evaluation. Shawn Newson, our of Noise Abatement Team will contact you within the next 30 days to schedule a timeframe for this work.

In the meantime, if you have any questions regarding this matter, please contact Shawn at (410) 545-8600.

Sincerely,

Charles B. Adams  
Director  
Office of Environmental Design

cc: Noise Abatement Team

22  
To CBA  
8/29/96  
Copy of original draft  
« 5/19/97 »

23

C



**Maryland Department of Transportation  
State Highway Administration**

#479

David L. Winstead  
Secretary

Parker F. Williams  
Administrator

Novemeber 4, 1996

Ms. Patricia Cashour  
623 Gayle Drive  
Linthicum MD 21090

Dear Ms. Cashour:

I am writing to let you know the results of the 24-hour noise measurement analysis recently performed at your home adjacent to the Baltimore Beltway (I-695). A graph and chart illustrating the results are included for your reference.

On the graph, the Leq line (also called the equivalent sound level), represents the average noise level for each hour of the test period. The impact threshold is shown as the horizontal line labeled 66 dBA. Noise levels at your home measured from 59 - 68 dBA, reaching the impact threshold from 6:00 AM through 5:00 PM.

During a meeting several weeks ago with Shawn Newson, you expressed concerns regarding the height of the existing noise barrier and the deterioration of the trees in your back yard. We are currently reviewing our files and will look into these issues. Results of a 1991 re-analysis of the existing noise barrier at your home found that increasing the noise barrier height would only generate a one decibel level of noise reduction. Such a slight decrease in noise level cannot be heard by the human ear. Based on this analysis, increasing the barrier height was not warranted. However, in view of our recent measurement at your home, we feel that further study is required to determine if there have been changes since that time. I have also asked our Landscape Specialist, Mr. Tim Wild to look into the situation with the trees in your backyard. Mr. Wild will contact you within the next two weeks to schedule a visit to your home.

To perform another evaluation at your home will take several months to complete. You can expect to hear from me regarding the noise evaluation by the early January. In the meantime, if you have any questions regarding this matter, please do not hesitate to call me or Shawn Newson, of our Noise Abatement Team. Shawn can be reached at (410) 545-8600.

Sincerely,

Charles B. Adams  
Director

My telephone number is \_\_\_\_\_

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



26  
Ms. Patricia Cashour  
Page Two

Enclosure

cc: Ms. Liz Homer, Deputy Administrator,  
State Highway Administration  
Noise Abatement Team, State Highway Administration *Binder*

# 24 - HOUR NOISE MONITORING ANALYSIS

623 GAYLE DRIVE  
CASHOUR RESIDENCE

Chart displays the hourly Leq

Date of noise measurement: October 10 - 11, 1996

LOCATION: Backyard

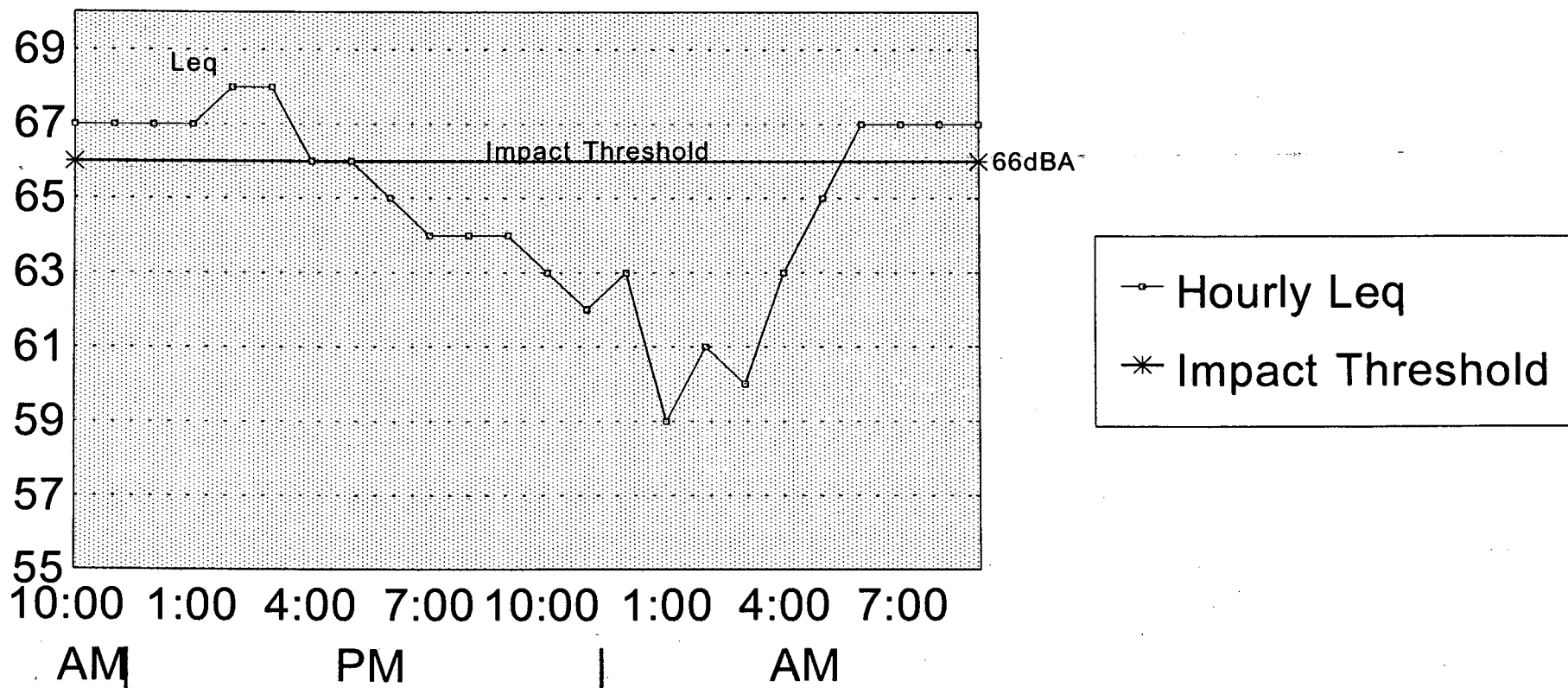
TIME:	Leq(dBA)
10:00 AM	67
11:00 AM	67
12:00 Noon	67
1:00 PM	67
2:00 PM	68
3:00 PM	68
4:00 PM	66
5:00 PM	66
6:00 PM	65
7:00 PM	64
8:00 PM	64
9:00 PM	64
10:00 PM	63
11:00 PM	62
12:00 Midnight	63
1:00 AM	59
2:00 AM	61
3:00 AM	60
4:00 AM	63
5:00 AM	65
6:00 AM	67
7:00 AM	67
8:00 AM	67
9:00 AM	67

# 24 - HOUR NOISE MONITORING ANALYSIS

623 GAYLE DRIVE  
CASHOUR RESIDENCE

27

Noise Levels Measured in Decibels (dBA)



Graph Displays the Highest Hourly Leq

Date of Measurement: 10/10-11/1996

I-695; Linthicum

Noise Team . FYI  
File

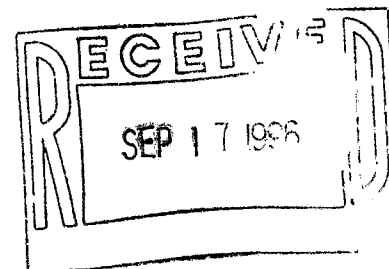
26

David L. Winstead  
Secretary  
Parker F. Williams  
Administrator



**Maryland Department of Transportation**  
**State Highway Administration**

September 16, 1996



Mr. Robert F. Childs  
812 Grandin Avenue  
Rockville MD 20850

Dear Mr. Childs:

I enjoyed meeting you at the City of Rockville presentation on the Intercounty Connector (ICC) study. I hope that you found the meeting informative.

At that meeting, you asked if the State Highway Administration (SHA) would provide noise mitigation measures if we determine that existing noise levels exceed minimum acceptable levels, even if no improvement is recommended in that area. The SHA has two types of noise abatement programs. Type 1 applies to new construction projects or improvements to existing roads that increase the capacity of the roadway by at least one lane. The Type 2 program, considers existing roadways where no improvements are being made, but ambient noise levels exceed the Federal Highway Administration noise abatement criteria. The Type 2 usually applies to areas along an interstate type facility. Typically SHA does not provide noise barriers or berms along roads that are not access controlled (i.e. roadways with various driveways and access points that feed directly onto them) since they would have to be segmented thereby reducing the effectiveness of the abatement/measures. If you would like more information on SHA's noise policy, please contact Mr. Charles Adams, Director of the Office of Environmental Design. Mr. Adams can be reached at (410) 545-8640.

Thank you for getting involved in the ICC study. Public interaction can only help make the study results more valuable and useful. I encourage you and your neighbors to get involved in the ICC study by contacting the study's information coordinator, Don Whitcher. Don can be reached at the ICC Project Study Office, 14015 New Hampshire Avenue, Silver Spring, MD 20904, or by telephone at (301) 989-1925.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Robert F. Childs  
September 16, 1996  
Page Two

If you have any additional questions, or would like more information, please feel free to call me at (410) 545-8530, or toll-free within Maryland, at 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by: Robert Ritz for  
Alan H. Straus  
Assistant Division Chief  
Project Planning Division

cc: Mr. Charles Adams  
Mr. Don Whitcher



**Maryland Department of Transportation**  
**State Highway Administration**

#1155 - MO  
David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

September 10, 1996

Vicki Arroyo Cochran, Esq.  
211 Granville Drive  
Silver Spring MD 20901

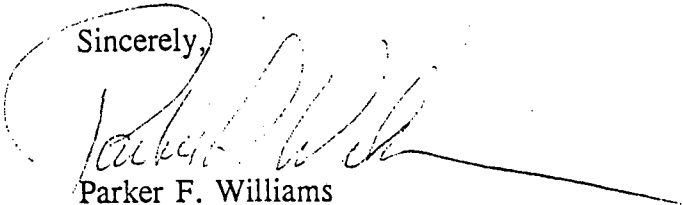
Dear Ms. Cochran:

Thank you for your letter to former Administrator Hal Kassoﬀ about a noise barrier along I-495 to protect the area between the Indian Spring Terrace Local Park and the homes located near Colesville Road. I can understand your wanting to ensure your neighborhood is considered for a noise barrier.

The State Highway Administration (SHA) is presently conducting preliminary engineering studies for a noise barrier to protect the Indian Spring community. These studies are ongoing, and I have asked Mr. Charles Adams, our Director of Environmental Design, to determine if a noise barrier is warranted for the length of the area along I-495, between University Boulevard and US 29 (Colesville Road). When these studies are complete, I will be back in touch with you. You may expect to hear from me by the end of October.

Thank you again for your letter. If you would like to discuss this matter further, please feel free to call Mr. Adams at (410) 545-8640.

Sincerely,

  
Parker F. Williams  
Administrator

cc: Mr. Charles B. Adams, Director, SHA

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation  
State Highway Administration**

David L. Winstead  
Secretary

Parker F. Williams  
Administrator

31

December 5, 1996

Ms. Sharon Love Cole  
1 Woodholme Village Court  
Pikesville MD 21208

Dar Ms. Cole:

Thank you for your letter about the highway traffic noise from the Baltimore Beltway (I-695), near your home. I understand your concerns and would like to explain our position on noise barriers for this community.

The State Highway Administration's (SHA), noise abatement program has two elements called Type I and Type II. Type I noise barriers are built in conjunction with new roadway construction or expansion of existing highways. When deciding where to build a barrier, we perform an environmental analysis during the highway planning process, to see whether noise levels will equal or exceed an impact threshold of 66 decibels (dBA), and if so, whether they can be reduced for a reasonable cost. The homes must predate the approval date of the highway improvements to be considered for this program.

Type II (retrofit) noise barrier construction is for communities built before the original highway. These are stand-alone projects that consist solely of noise barrier construction. As with the Type I program, an analysis is performed to determine whether the homes predate the highway, whether the noise levels equal or exceed the impact threshold, and whether an effective noise barrier can be built for a reasonable cost.

When applying these criteria to your community, we found that the homes were built after the original construction of I-695, and therefore, would not qualify for our Type II program. Also, when the State Highway Administration received location approval for construction of the I-795 interchange, the homes on Woodholme Village Court had not been constructed and noise barriers were not considered for inclusion with this highway project.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

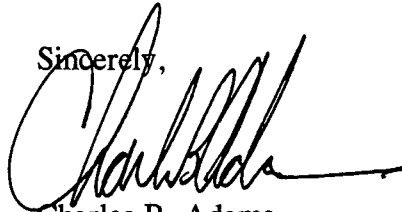
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

32  
Ms. Sharon Love Cole  
Page Two

In your letter you mentioned the construction of noise barriers constructed for communities that you believe were built after your home and the highway. Under our Type I program, homes that predate the date of approval of the highway improvements, not the date of the original highway, are eligible to be considered for noise barriers. If the environmental analysis determines noise impact and the community meets our criteria, a noise barrier is constructed in conjunction with the highway project. I assure you that all noise barriers constructed by the State Highway Administration are protecting residential communities. Noise barriers are constructed to extend several hundred feet past the area protected, to ensure sufficient effectiveness.

I regret that I am unable to offer a more positive response to your request. However, I hope this information clarifies our rationale behind the decision to not construct noise barriers for your community. If you have any questions regarding this information, please feel free to call me at (410) 545-8640.

Sincerely,



Charles B. Adams  
Director  
Office of Environmental Design

cc: Mr. Lou Zaransky  
Noise Abatement Team



Ms. Sharon Love Cole  
Page Three

bcc: Mr. Dave Malkowski, District Engineer, State Highway Administration



**Maryland Department of Transportation  
State Highway Administration**

34

#1120-110

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

July 26, 1996

Ms. Cathy Corcoran  
17501 Country View Way  
Mount Airy, MD 21771

Dear Ms. Corcoran:

You have requested the planting of trees along MD 144 to screen your property from the highway. You base your request on the increased highway use and business development in your area which you feel has adversely impacted your property and home.

I have evaluated the site. Unfortunately, there is not adequate right of way available for planting adjacent to your home. We are required to plant within the right of way.

I regret not being able to help you with your request. I hope I have been helpful regarding your other concerns about mowing and the reduction of speed limits in your area.

If I can be of further assistance, please contact me at (410) 545-8586.

Sincerely,

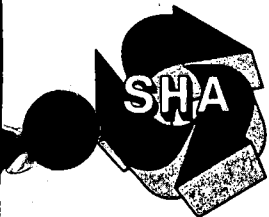
Kenneth A. Oldham  
Team Leader  
Landscape Operations Division

cc: Michael Johnson - Dayton Shop

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation**  
**State Highway Administration**

35

#1126 - PG

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

May 30, 1996

Mrs. Leona Corbin  
4810 Jefferson Street  
Lanham, Maryland 20706

Dear Mrs. Corbin:

Thank you for your recent letter to our office about the noise from the Capital Beltway (I-495), near your home. I would like to explain our noise abatement program and how it relates to your area.

When we receive requests for noise barriers, each community is evaluated against criteria that include: whether the noise levels exceed 67 decibels (dBA), whether the homes predate the highway, and whether an effective noise barrier can be built for a reasonable cost. Our records indicate that your home was built after the construction of I-495, and therefore is not eligible for noise abatement.

I regret that I am unable to offer a more positive response to your request. However, if you would like to discuss this matter, please feel free to call Ms. Shawn Newson, of our Noise Abatement Team. Shawn can be reached at (410)545-8600.

Sincerely,

Charles B. Adams  
Director  
Office of Environmental Design

cc: Noise Abatement Team

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

**Maryland Department of Transportation**

**The Secretary's Office**

ID # 1102 - MO  
Shawn  
36  
6EN - Brid  
Parris N. Glenden  
Governor  
David L. Winstead  
Secretary  
Thomas L. Osborn  
Deputy Secretary

**RECEIVED**  
FEB 12 1996

Office of Environmental Design

January 11, 1996

Mr. Joseph Chang  
7900 Cypress Grove Lane  
Cabin John MD 20818

Dear Mr. Chang:

Governor Glendening received your letter regarding a sound barrier on the I-495 bridge over Seven Locks Road. Governor Glendening asked me to respond on his behalf.

Briefly, I would like to explain the state's noise barrier policy and how this affects your community. Decisions on where to construct noise barriers are based upon a set of criteria which consider noise level impact, ability to reduce noise levels, date of the community's development and noise barrier cost. In the case of your community, the State Highway Administration (SHA) performed a noise impact analysis in conjunction with the expansion of this section of the beltway that was completed in 1993. SHA determined that noise levels from the reconstructed highway would exceed the impact threshold of 67 decibels and that noise levels could be reduced with a barrier. However, a noise barrier was not constructed, because the cost of a barrier would have exceeded the State's maximum expenditure per home of \$40,000. The two barriers constructed as a part of the highway expansion were partially funded by the residents themselves.

In the past years, other communities and their elected representatives raised similar concerns about our noise barrier policy. As a result of these concerns, SHA in conjunction with State Legislation leaders is conducting an in-depth review of our existing policy. It is premature for us to speculate on how possible revisions might affect your community. Please be assured that once the new policy is in place, SHA will review your request.

I am sorry I cannot give you a more positive response. We will contact you again when the policy review is completed. In the meantime, if you have any questions or would like to discuss the noise policy, please feel free to call Mr. Charles Adams, SHA's Director of Environmental Design, at (410) 545-8640.

Sincerely,

*David L. Winstead*

David L. Winstead  
Secretary

cc: The Honorable Parris N. Glendening  
Mr. Charles B. Adams  
Mr. Hal Kassoff

859-7600

My telephone number is (410)-

TTY For the Deaf: (410) 684-6919

Post Office Box 8755, Baltimore/Washington International Airport, Maryland 21240-0755

37

Mr. Joseph Chang  
January 5, 1996  
Page Two

bcc: Mr. John Lewis  
Mr. Paul D. Armstrong



**Maryland Department of Transportation  
State Highway Administration**

# 1113-BA

36

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

March 12, 1996

Mr. Jim Chilcoate  
8830 Tensbury Place  
Rosedale, Maryland 21237

Dear Mr. Chilcoate:

Thank you for contacting our office about highway information and noise barrier design. As we discussed, I have enclosed copies of documents which you may find helpful. If you have any questions or wish to discuss this information, please feel free to call me at (410) 545-8601.

Sincerely,

Ken Polcak  
Noise Abatement Design and Analysis Team

Enclosure

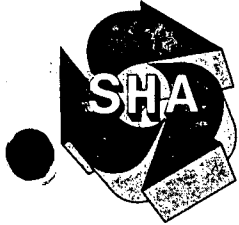
cc: file

*P.S. - Sorry for the delay in getting  
this info. to you! Thanks for your  
patience.*

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation  
State Highway Administration**

*Shawn*  
*39*

#1142  
-110

David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

August 8, 1996

Ms. Liz Cornell  
10447 Petersboro Road  
Woodstock, Maryland 21163

Dear Ms. Cornell:

Thank you for contacting our office about the highway traffic noise from I-70 near your home in the Waverly Woods community.

When we receive requests for noise barriers, each community is evaluated against criteria that includes: whether the noise levels approach or exceed 66 decibels (dBA), whether the homes predate the highway, and whether an effective noise barrier can be built for a reasonable cost. Our research found that your home was built after the highway. In view of this information, we cannot consider your community for noise abatement.

I regret that I am unable to offer a positive response to your request. However, if you have any questions regarding our noise program, please feel free to contact Shawn Newson, of our Noise Abatement Team. Shawn is available at (410)545-8600.

Sincerely,

Charles B. Adams  
Director  
Office of Environmental Design

cc: Noise Abatement Team

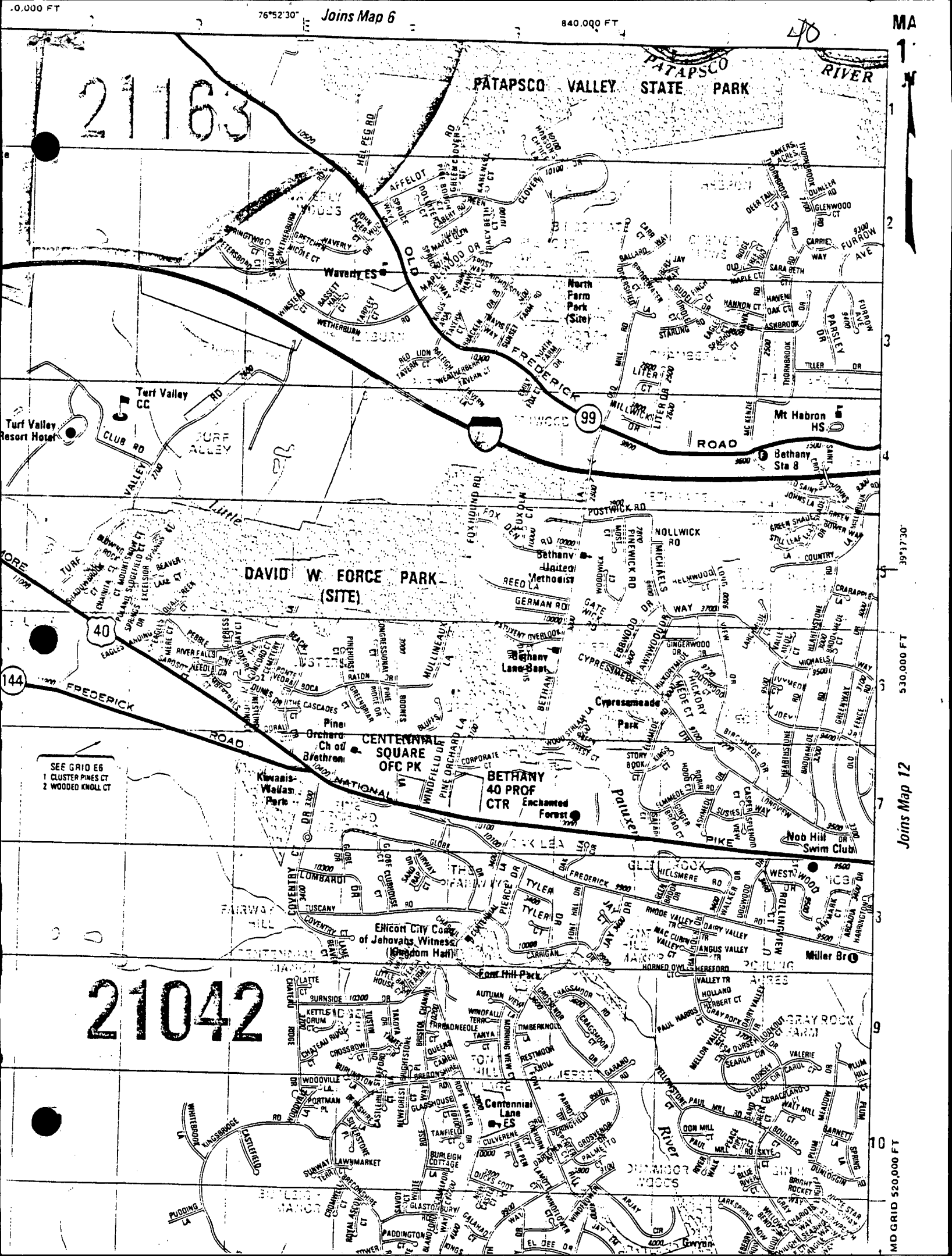
My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

40

21163



39°17'30"

530,000 FT

Joins Map 12

10

MD GRID 520,000 FT

SEE GRID E6  
1 CLUSTER PINES CT  
2 WOODED KNOLL CT

21042







**Maryland Department of Transportation  
State Highway Administration**

42 #1117-34  
David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

April 29, 1996

Mrs. Betsy Dondalski  
6815 Bensel Avenue  
Baltimore, Maryland 21237

Dear Mrs. Dondalski:

I am writing to follow-up our meeting on last Friday at which we discussed the noise highway noise from I-695/95 near your home.

Once we have completed the date of construction research for the homes on Bensel Avenue and Trumps Mill Road, we will schedule a re-analysis at 8619 Trumps Mill Road. I will be in touch to coordinate a timeframe for this work by the beginning of June.

Thank you for meeting with me to discuss this matter. If you have any questions, please feel free to contact me at (410)545-8600.

Sincerely,

Shawn Newson  
Noise Abatement Team

cc: Charles B. Adams  
file #1117

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation  
State Highway Administration**

43 #1091-110

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

March 5, 1996

Ms. Sylvia Doyle  
1910 Lansdowne Drive  
Silver Spring, Maryland 20910

Dear Ms. Doyle:

Thank you for your recent letter requesting landscaping and privacy fencing along the I-495 ramp, at Georgia Avenue. We have evaluated the area, and I would like to share our findings with you.

When your community was studied last summer, the noise levels did not reach our required impact threshold and therefore, does not qualify for noise abatement.

We are pleased to inform you that we are planning to plant a variety of evergreen trees within the ramp area. The plants will be located in consideration of safety and sight distance requirements for the highway. We intend to initiate the planting this spring.

If you have any questions regarding this information, please feel free to contact me at (410)545-8640.

Sincerely,

Charles B. Adams  
Director  
Office of Environmental Design

cc: Ms. Shawn Newson  
Mr. Ken Oldham  
Mr. Ken Polcak  
Mr. Dan Uebersax

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202





**Maryland Department of Transportation**  
**State Highway Administration**

45  
David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

July 3, 1996

Mr. Fred Endy  
5073 Ten Oaks Road  
Clarksville, Maryland 21029

Dear Mr. Endy:

Thank you for contacting our office about the noise from MD 32, near your home.

The State Highway Administration will be conducting a noise monitoring study along the MD 32 corridor. The study will consist of short-term (20 minute intervals), and 24-hour noise measurements at various residences along the highway. A measurement at your home will be included in this study. We anticipate initiating this work near the end of July. A representative from our office will contact you to let you know exactly when this work will start.

In the meantime, if you have any questions, please feel free to call me at (410)545-8600.

Sincerely,

Shawn Newson  
Office of Environmental Design  
Noise Abatement Team

cc: file #1136

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

NOISE INQUIRY CHECKLIST

DATE 6/27/96

FILE? Y/N Y

CUSTOMER ID. # 1136 : D-11

RECEIVED BY Ken P.

NAME Fred Endy

ADDRESS ~~5073~~ 5073 Ten Oaks Rd (5073)  
Clarksville, MD. 21029  
 (include zip code)

DAY TELEPHONE (410) 531-1071 (WORK / HOME)

OTHER TELEPHONE \_\_\_\_\_

\*\*\* INQUIRY INFORMATION SUMMARY \*\*\*

HIGHWAY NAME / ROUTE NO. Md. 32

COMMUNITY / AREA NAME Linden Chapel Woods

LOCATION ALONG HIGHWAY near Linden Church Rd.

SUMMARY OF INQUIRY increase in trucks on md. 32  
since new section 29-108 opened.  
property (13 acres) parallels 32.  
yr. built 1967

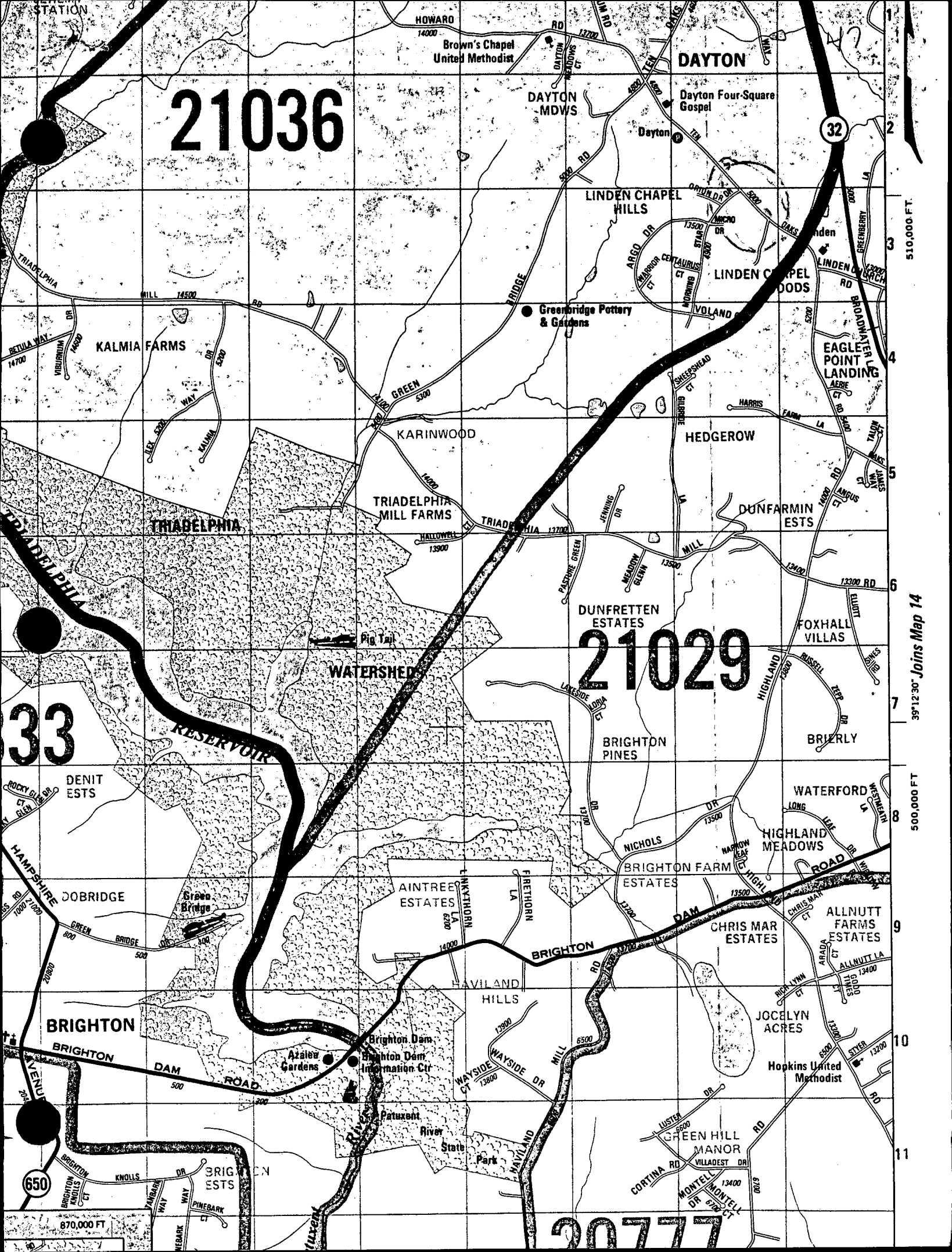
\*\*\* FOLLOW-UP \*\*\*

DATE \_\_\_\_\_

BY \_\_\_\_\_

Study ~~for~~ noise levels at home w. T.  
Ballard do) coord. w/ Rice Hill & other  
measurements area.

\*\*\* REFERENCE FILES \*\*\*



# WORK FORM

CUSTOMER NAME: FRED ENDY ID#/FILE: 1136

ADDRESS: 5073 TEN OAKS RD  
CLARKSVILLE 21029

## TYPE OF WORK

☒ DATE RESEARCH

☐ HIGHWAY RESEARCH

☒ CORRESPONDENCE

☒ ENVIRONMENTAL DOC. RESEARCH

☒ NOISE MONITORING STUDY:  
MD 32 STUDY  
BY BALLARD

☐ BARRIER FEASIBILITY STUDY:

☐ MEETING:

☐ OTHER:

☐ INTERNAL SUSPENSE DATE: \_\_\_\_\_

☐ EXTERNAL SUSPENSE DATE: \_\_\_\_\_

☐ NOTES: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_





**Maryland Department of Transportation**  
**State Highway Administration**

49

#1136 - 110

David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

October 30, 1996

Mr. Fred Endy  
5073 Ten Oaks Lane  
Clarksville MD 21029

Dear Mr. Endy:

I am writing to let you know the results of the noise monitoring analysis performed at your home located along MD 32. The noise analysis consisted of one 24 - hour test and two short-term measurements. Copies of the results have been included for your reference. Before discussing the results, I would like to explain a little about our noise program and how it operates.

Community requests for noise barriers are evaluated against criteria that include: whether the homes predate the highway, whether the noise levels equal or exceed an impact threshold of 66 decibels (dBA), and whether an effective noise barrier could be built for a reasonable cost.

On the graph, the Leq line (also called the equivalent sound level), represents the average noise level for each hour of the test period. Noise levels at your home measured from 49 - 60 dBA during the 24 - hour noise measurement. Two short-term (15 minute interval) tests were also performed. The average Leq for these tests (as shown on the measurement chart), were also below the impact threshold.

To consider an area for noise abatement, the noise levels must reach the impact threshold. In view of the measurement results, your home is not eligible for noise barrier consideration. Although we cannot provide a noise barrier under these circumstances, as you have requested, we will perform a follow-up measurement this winter to compare the noise levels from the summer analysis. A representative from our Noise Abatement Team will contact you by mid-November to schedule this work.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

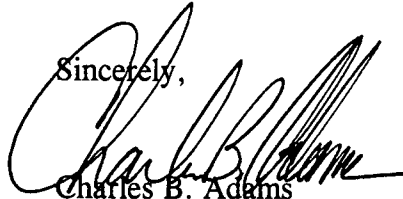
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

50

Mr. Fred Endy  
Page Two

In the meantime, if you have any questions, please feel free to contact Shawn Newson at (410) 545-8600.

Sincerely,

A handwritten signature in black ink, appearing to read "Charles B. Adams". The signature is fluid and cursive, with a large initial "C" and "A".

Charles B. Adams

Director

Office of Environmental Design

Enclosure

cc: Noise Abatement Team

Mr. Fred Endy  
Page Three

bcc: Mr. Robert Fisher, District 7

52

**AMBIENT NOISE  
MEASUREMENTS  
FOR MD32  
US29 to MD108  
HOWARD COUNTY, MARYLAND**

**AUGUST, 1996**

**PREPARED FOR:**

**MARYLAND STATE HIGHWAY ADMINISTRATION  
OFFICE OF ENVIRONMENTAL DESIGN**

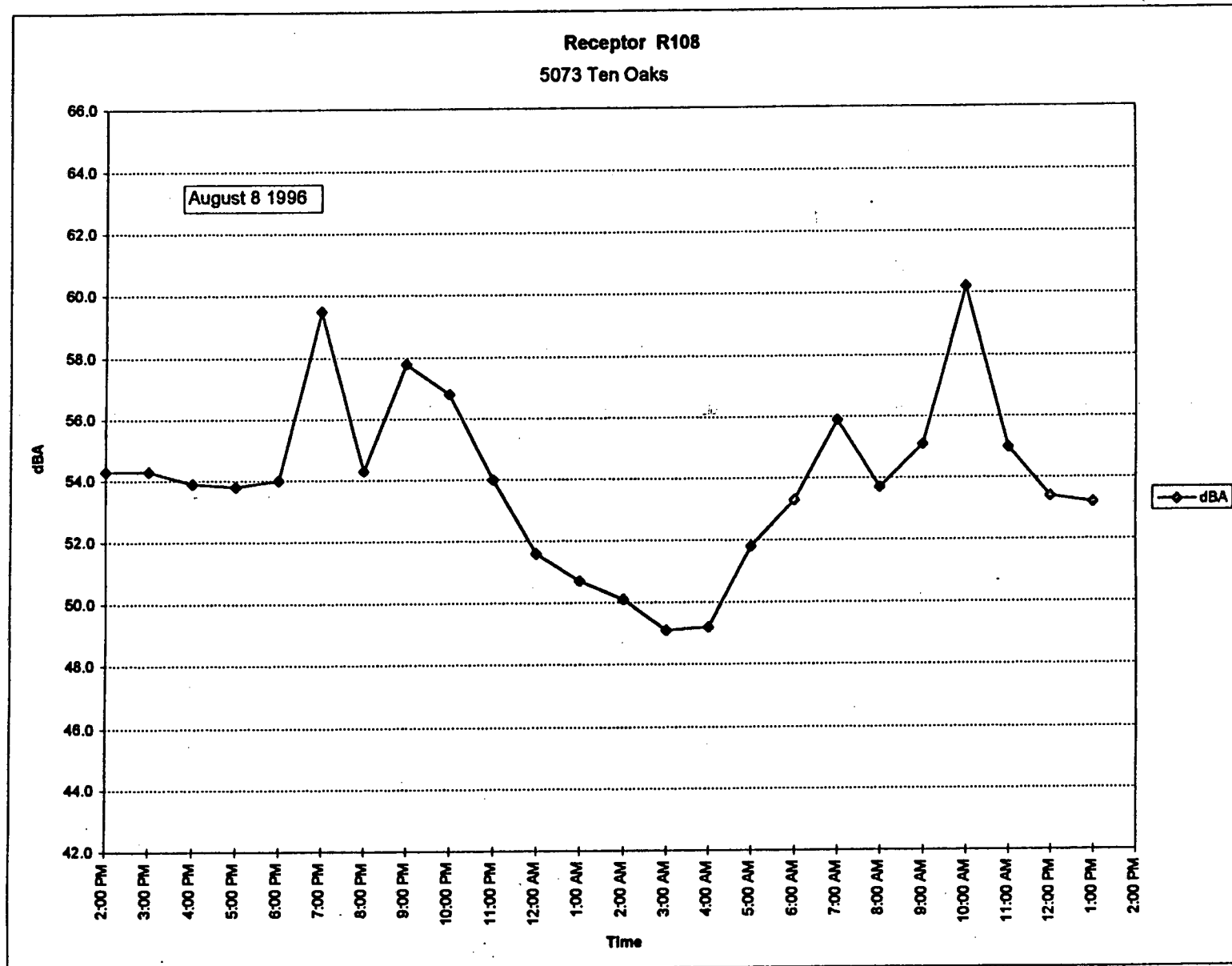
**PREPARED BY:**

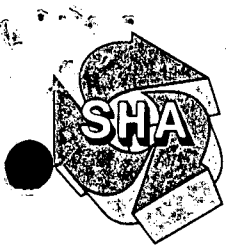
**THE WILSON T. BALLARD COMPANY  
CONSULTING ENGINEERS  
17 GWYNNS MILL COURT  
OWINGS MILLS, MARYLAND 21117**

MD 32  
Ambient Noise Measurements  
August 6, 1996 to August 8, 1996

Receptor No.	Address	24-Hour Peak Hr. dBA	15-Minute AM dBA	15-Minute PM dBA	<p>Notes:</p> <ol style="list-style-type: none"> <li>1. All readings taken 25' from house</li> <li>2. Area subject to high altitude aircraft flyover (BWI)</li> </ol>
R101	6908 Newberry Drive	-	57	56	
R102	6952 Newberry Drive	-	58	59	
R103	6950 Newberry Drive	-	59	57	
R104	6926 Parchment Rise	-	57	54	
R105	6914 Tolling Bells Court	-	54	52	
R106	6861 Caravan Court	59	58	58	
R107	7340 Guilford Road	60	61	58	
R108	5073 Ten Oaks Road	58	52	56	

54





**Maryland Department of Transportation  
State Highway Administration**

*Shawn*  
55

#1115 - 110  
David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

March 20, 1996

Ms. Adrian Erby  
9585 Glen Oaks Lane  
Columbia, Maryland 21046

Dear Ms. Erby:

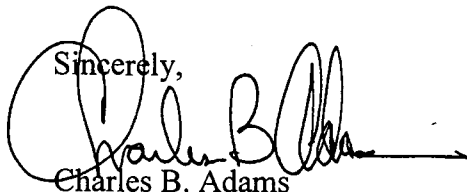
Thank you for contacting our office about the noise from MD 32, near your home in Howard county.

When we receive requests for noise barriers each community is evaluated and measured against criteria that include: whether noise levels exceed 67 decibels, whether the homes predate the highway, and whether a noise barrier can be built for a reasonable cost.

Our records indicate that your home was constructed after completion of MD 32 and therefore unfortunately, cannot be considered for noise abatement. Also, in situations where we know the community would not meet all of our criteria, we are reluctant to conduct a noise monitoring study, as the results would not change the circumstances of the area.

I regret that I am unable to offer a positive response to your request. However, if you have any questions about this information, please feel free to call Ms. Shawn Newson of our Noise Abatement Team. Ms. Newson can be reached at (410)545-8600.

Sincerely,



Charles B. Adams  
Director  
Office of Environmental Design

cc: Mr. Robert Fisher, District 7  
Noise Abatement Team

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation  
State Highway Administration**

56 #1115  
David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

May 30, 1996

Mr. Adrian Irby  
9585 Glen Oaks Road  
Columbia, Maryland 21046

Dear Mr. Irby:

I am writing to share with you the results of the 24-hour noise monitoring study conducted at your home located near the MD 32/I-95 interchange. A graph which illustrates the noise levels measured is included for your reference.

Results of the study show the hourly noise levels at your home are below the impact threshold of 67 decibels (dBA). For a community to be considered for noise abatement, noise levels must reach 67 dBA. In the planning evaluation for the recent lane addition to westbound MD 32, it was determined that the project would not increase noise levels. Even with the added lane, noise levels have not reached the impact threshold. This however, is not to imply that you do not hear noise from the highway. It simply means that the noise levels are below the State Highway Administration's criteria for noise impact. In view of this information, we cannot consider noise barriers for your area.

I regret that I am unable to offer a more positive response to your request. However, if you would like to discuss this information, please feel free to contact Ms. Shawn Newson of our Noise Abatement Team. Shawn can be reached at (410)545-8600.

Sincerely,

Charles B. Adams

Director

Office of Environmental Design

Enclosure

cc: Noise Abatement Team

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



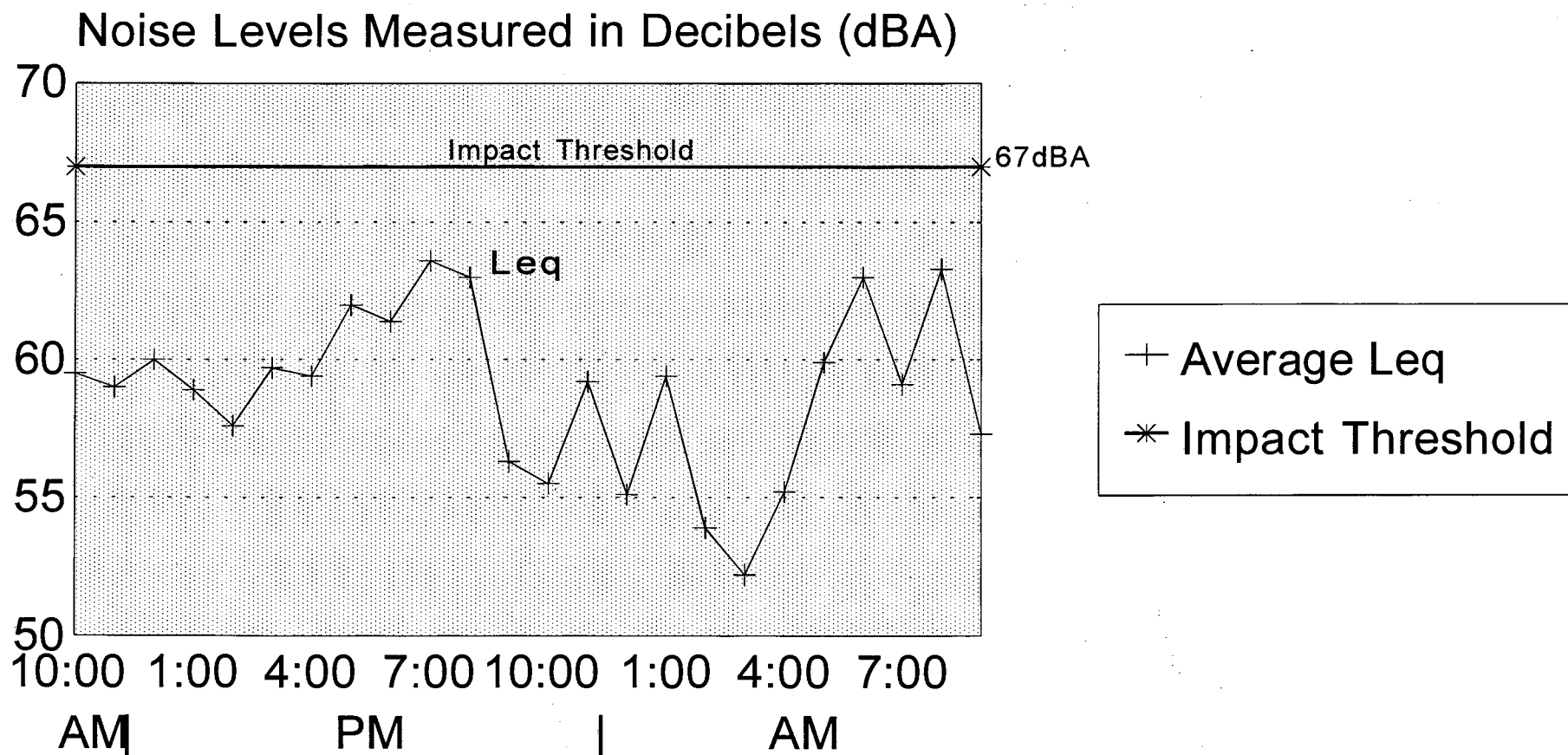
57

# 24 - HOUR NOISE MONITORING STUDY

## 9585 GLEN OAK ROAD

### IRBY RESIDENCE

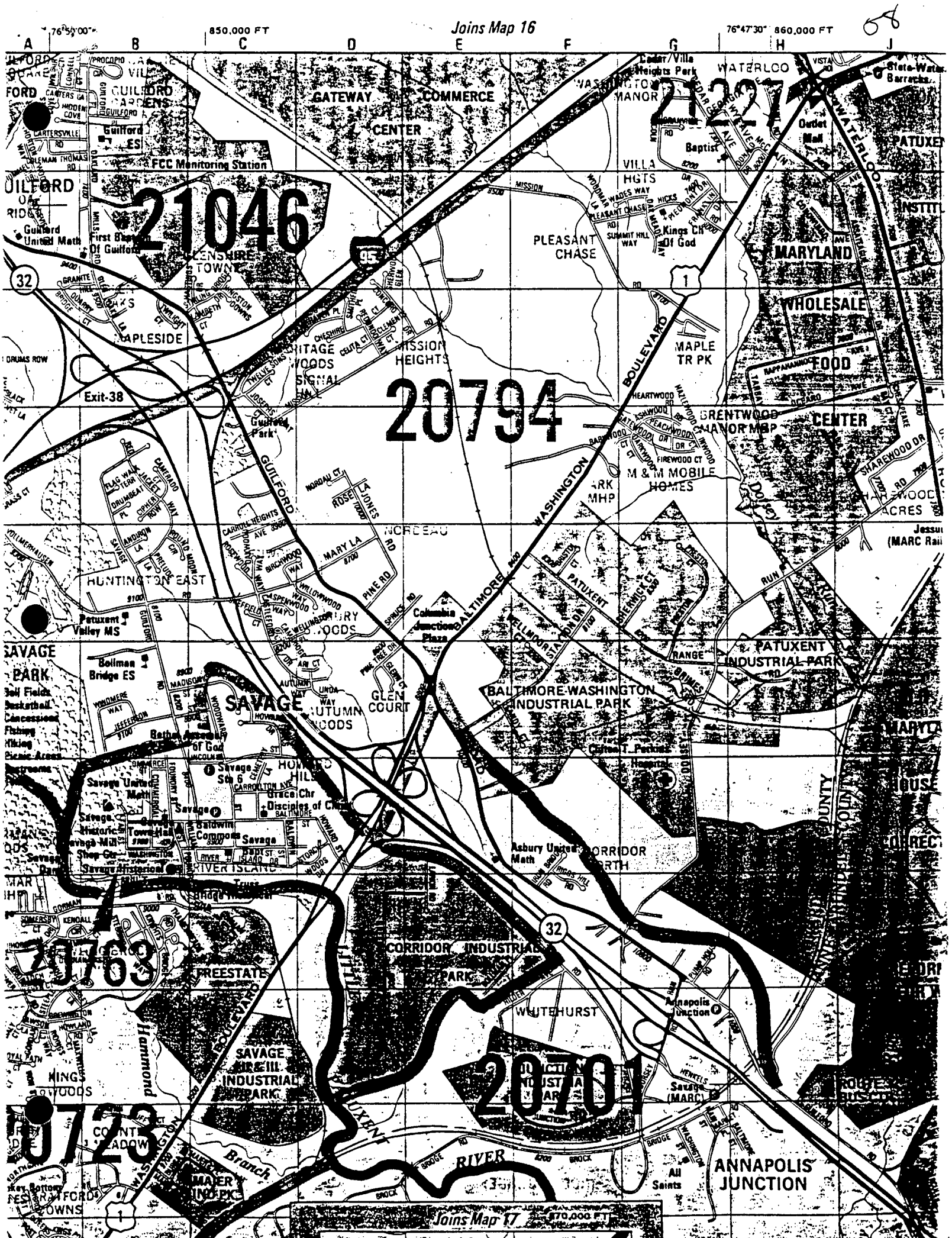
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Graph Displays the Average Hourly Leq

MAY 21-22, 1996

MD 32



Joins Map 16

76°47'30" 860,000 FT

850,000 FT

Joins Map 17

870,000 FT

Mr. Clement D. Erhardt, Jr.  
8218 Brunley Road  
Baltimore MD 21204

Dear Mr. Erhardt:

Thank you for your letter about the proposed noise barrier along I-695 for the Village Green community. I am pleased to confirm that funding has been approved to construct a noise barrier from Joppa Road to Thornton Road. Construction is anticipated to begin in Spring 1998.

The State Highway Administration's Office of Environmental Design will be in managing this project. I spoke with Mr. Charlie Adams, Director of Environmental Design regarding the Trinity Assemble of God Church's position on this project. Mr. Adams is not aware of any objection to the noise barrier from this church. The proposed barrier is not designed to protect the church, which means highway visibility will still be available at this location. The noise barrier is intended to protect only the homes adjacent to the beltway.

Thank you again for your letter. I hope that this information eases your concerns about the future noise barrier. When design of the barrier is completed and the project is close to advancement, a community meeting will be scheduled. In the meantime, if you have any questions, please feel free to call Mr. Charlie Adams, at (410) 545-8640.

Sincerely,

David L. Winstead  
Secretary

cc: Mr. Charles B. Adams, Office of Environmental Design, SHA  
Mr. Parker Williams, Administrator, SHA

*Drafted Draft?  
69 @ sent  
12-23-96  
was sent 12/10  
no copy found  
@ 4th floor.  
Resent 12-23-96*

65  
Mr. Clement D. Erhardt  
Page Two

bcc: Mr. James Hade, Noise Abatement Team Leader, SHA  
Mr. Dave Malkowski, District Engineer, SHA  
Mr. Kenneth Polcak, Noise Abatement Team, SHA

**Maryland Department of Transportation**

**The Secretary's Office**

#1214

**Parris N. Glendening**  
Governor

**David L. Winstead**  
Secretary

**Thomas L. Osborne**  
Deputy Secretary

June 4, 1996

Mr. Robert J. Evans  
President  
Hazelwood-Park East Civic Association, Inc.  
5602 Daybreak Terrace  
Baltimore MD 21206

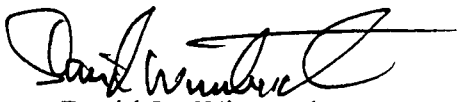
Dear Mr. Evans:

Thank you for your recent letter to Governor Glendening regarding a noise barrier along I-95 to help reduce noise levels at your community. The Governor has asked me to respond to you on his behalf.

Over the years, issues have been raised regarding the criteria used to determine where noise barriers are built. As a result of these concerns, the State Highway Administration's (SHA) noise policy was reviewed by a special task force of legislators, citizens and state officials to determine where revisions were needed. The review is now complete, and SHA is determining how the revised noise policy could change the circumstances of communities such as yours. A number of communities will be reevaluated, and SHA is in the process of scheduling this work. A representative from SHA's Office of Environmental Design will contact you by the end of June about the schedule for your community.

Maryland's Noise Abatement Program is of great importance to Governor Glendening, and I assure you your community will be given fair consideration. Again, thank you for bringing your concerns to our attention. If you have any questions, please feel free to call Mr. Charles B. Adams, SHA's Environmental Design Director, at (410) 545-8640.

Sincerely,



David L. Winstead  
Secretary

cc: The Honorable Parris N. Glendening  
Mr. Charles B. Adams  
Mr. Hal Kassoff  
Mr. John Lewis

My telephone number is (410)- 859-7600

TTY For the Deaf: (410) 684-6919

Post Office Box 8755, Baltimore/Washington International Airport, Maryland 21240-0755

62

Mr. Robert J. Evans  
June 5, 1996  
Page Two

bcc: Mr. Fred Eisen  
Mr. James Hade  
Mr. Kenneth Polcak  
Ms. Shawn Newson  
Mr. Faysal Thameen, MdTA





**Maryland Department of Transportation  
State Highway Administration**

June 13, 1996

64

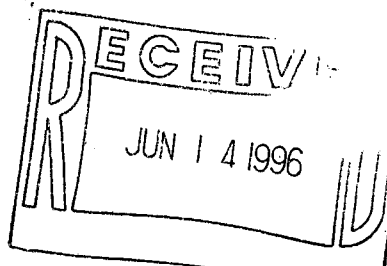
# 1209 WA

David L. Winstead  
Secretary

Hal Kassoff  
Administrator

Ms. Barbara E. Forsythe  
18012 Par Three Drive  
Hagerstown MD 21740

Dear Ms. Forsythe:



Thank you for your comment form for the proposed interchange along I-70 at MD 632 in Washington County. I regret that it has taken so long for me to get back to you. In your response you indicated your concern over potential noise impacts to your community.

As part of the studies for the public hearing in February, noise level measurements were taken behind 17923 Sand Wedge Drive while traffic was counted along MD 632 and I-70. This information was used to calibrate a computer model of the site in order to predict future noise levels at this location by applying future traffic volumes and the proposed ramp alignments.

This site was selected by the study team because it was representative of several homes that would be closest to the proposed interchange ramps and therefore would most likely be directly affected by this project. Based on our studies, the noise level at this receptor location was projected to increase from 56 dBA to 61 dBA in the design year 2020. This projected 61 dBA noise level is below the 67 dBA noise abatement criteria set by the Federal Highway Administration (FHWA).

On March 16, a meeting was held with representatives of Towne Oak Village. At the community meeting we explained that this increased noise level was primarily due to projected traffic volume increases along I-70 and not the proposed ramps. We also noted that even if the new interchange ramps are not built, the projected noise level at this location will be 61 dBA.

In response to your community's concerns, additional existing noise level measurements were completed. Based on the community's recommendations these studies were conducted from 2:00 p.m. on a Friday to 11:00 a.m. the next day and from 2:00 p.m. on a Sunday to 11:00 a.m. the next day. The residents identified critical locations in front of 17908 Sand Wedge Drive and just southwest of 18034 Sand Wedge Drive which is in the cul-de-sac closest to I-70. To provide a comparison with the previous study, SHA representatives also installed measuring devices behind 18001 Sand Wedge Drive. While the existing noise level trends at these three sites were similar, the levels in the cul-de-sac were approximately two to three dBA greater.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



65  
Ms. Barbara E. Forsythe  
I-70 @ MD 632  
Page 2

The following table shows noise levels which are existing measured peaks and predicted levels for the year 2020 hourly peak traffic volumes:

**Supplemental Noise Analysis  
EXISTING & PREDICTED PEAK NOISE LEVELS  
I-70 @ MD 632  
Interchange Study**

MEASUREMENT LOCATION	1996 EXISTING PEAK LEVELS	2020 NO-BUILD CONDITIONS	2020 BUILD CONDITIONS
17908 Sand Wedge	58 dBA	58 dBA	58 dBA
18001 Sand Wedge	58 dBA	62 dBA	62 dBA
18034 Sand Wedge	62 dBA	62 dBA	62 dBA

The above table indicates that future noise levels, with or without the construction of this interchange, are not going to be significantly different from existing noise levels. In addition, the table shows that the FHWA noise abatement criteria Design Noise Level of 67 dBA (exterior), for the land use category which best describes the project area, will not be approached or exceeded at any of the measurement locations. Therefore, noise mitigation methods are not warranted for this project.

66  
Ms. Barbara E. Forsythe  
I-70 @ MD 632  
Page 3

We will review all of the comments received at and since the public hearing and hope to select an alternative soon. If you have any questions about the noise analyses completed for this study, please call Ms. Patricia Greene at (410) 545-8528. Should you have any additional questions or concerns, please feel free to call me at (410) 545-8548. Pat and I can also be reached toll free in Maryland at 800-548-5026.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by:

  
Dennis M. Atkins  
Project Manager  
Project Planning Division

cc: Mr. Charles Adams (w/incoming)  
Mr. John Zanetti                   "  
Mr. Dennis Yoder                   "

STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

## COMBINED LOCATION/DESIGN PUBLIC HEARING

**I-70 AT MD 632**

## INTERCHANGE STUDY

**TUESDAY, FEBRUARY 27, 1996 - 7:30 P.M.**

**E. RUSSELL HICKS MIDDLE SCHOOL**

Howe Oak Valley

NAME Barbara E. Forsythe DATE 2/27/96

PLEASE  
PRINT

ADDRESS 18012 Pal Three Drive

CITY/TOWN Hagerstown STATE Md ZIP CODE 21740

**I/We wish to comment or inquire about the following aspects of this project:**

I would not be in favor of this split & interchange unless there were noise barriers put up along the back side of our development.

The noise from 70 trippers already  
is loud enough when you are  
outside.

- ☐ Please add my/our name(s) to the Mailing List \*
- ☐ Please delete my/our name(s) from the Mailing List

\* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

ADAMS 68

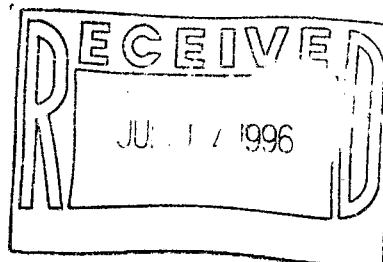


**Maryland Department of Transportation  
State Highway Administration**

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

June 6, 1996

Mr. Glenn Bowman, President  
Towne Oak Village Homeowners Association  
18013 Putter Drive  
Hagerstown MD 21740



Dear Mr. Bowman:

This letter is in response to a meeting we held with your community on March 16 regarding the proposed interchange along I-70 @ MD 632. I regret the delay in responding, but would like to belatedly thank you for the opportunity to meet with your community and for your cooperation and help in scheduling meetings and field studies. Your concerns are important to us and I hope that we were able to address them to your satisfaction.

There were four main issues brought up by your community at our public hearing in February and echoed again at our meeting with you in March. The following is a summary of the discussion of these items:

1. The survey stakes and flagging along Towne Oak Village Association property were not placed by State Highway Administration (SHA) personnel. It is our understanding that these markers were set as a result of the property survey that was performed for the recent sale of the land adjacent to the community.
2. SHA typically fences all areas adjacent to the interstate system. It is anticipated that a six foot high chain link fence, similar to the existing fence along I-70, will be installed along the outermost interchange ramps. We hope that this will alleviate your concerns regarding motorists stopping along the ramp and walking through the woods into the community.
3. The conceptual design of the interchange ramps near the Towne Oak Village Community has been modified from what was shown at the Location/Design Public Hearing. The modifications will shift the ramp alignments approximately 100 feet further away from the community. This will allow more of the existing trees to remain between the homes and the proposed ramps. If the build alternative is selected, during the design phase of the project, SHA will make every effort to minimize the effects upon the existing trees in this area. SHA will also investigate opportunities to augment the existing vegetation to further screen your community from the proposed ramps.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Glenn Bowman  
I-70 @ MD 632  
Page 2

4. As part of the studies for the public hearing, noise level measurements were taken behind 17923 Sand Wedge Drive while traffic was counted along MD 632 and I-70. This information was used to calibrate a computer model of the site in order to predict future noise levels at this location by applying future traffic volumes and the proposed ramp alignments.

This site was selected by the study team because it was representative of several homes that would be closest to the proposed interchange ramps and, therefore, would most likely be directly affected by this project. Based on our studies, the noise level at this receptor location was projected to increase from 56 dBA to 61 dBA in the design year 2020. This projected 61 dBA noise level is below the 67 dBA noise abatement criteria set by the Federal Highway Administration (FHWA). At the community meeting we explained that this increased noise level was primarily due to projected traffic volume increases along I-70 and not the proposed ramps. We also noted that even if the new interchange ramps are not built, the projected noise level at this location will be 61 dBA.

In response to your community's concerns, additional existing noise level measurements were completed. Based on the community's recommendations these studies were conducted from 2:00 p.m. on a Friday to 11:00 a.m. the next day and from 2:00 p.m. on a Sunday to 11:00 a.m. the next day. The residents identified critical locations in front of 17908 Sand Wedge Drive and just southwest of 18034 Sand Wedge Drive which is in the cul-de-sac closest to I-70. To provide a comparison with the previous study, SHA representatives also installed measuring devices behind 18001 Sand Wedge Drive. While the existing noise level trends at these three sites were similar, the levels in the cul-de-sac were approximately two to three dBA greater.

The table on the following page shows noise levels which are existing measured peaks and predicted levels for the year 2020 hourly peak traffic volumes.

70

Mr. Glenn Bowman  
I-70 @ MD 632  
Page 3

**Supplemental Noise Analysis  
EXISTING & PREDICTED PEAK NOISE LEVELS  
I-70 @ MD 632  
Interchange Study**

MEASUREMENT LOCATION	1996 EXISTING PEAK LEVELS	2020 NO-BUILD CONDITIONS	2020 BUILD CONDITIONS
17908 Sand Wedge	58 dBA	58 dBA	58 dBA
18001 Sand Wedge	58 dBA	62 dBA	62 dBA
18034 Sand Wedge	62 dBA	62 dBA	62 dBA

The above table indicates that future noise levels, with or without the construction of this interchange, are not going to be significantly different from existing noise levels. In addition, the table shows that the FHWA noise abatement criteria Design Noise Level of 67 dBA (exterior), for the land use category which best describes the project area, will not be approached or exceeded at any of the measurement locations. Therefore, noise mitigation methods are not warranted for this project.

In addition to the four major areas of concern, there were several other issues discussed at the community meeting. These included:

**Pedestrian safety along Halfway Boulevard** - *Halfway Boulevard is a Washington County facility and SHA has no plans to alter this roadway as part of this project. If the build alternative is selected SHA will study the design of traffic calming methods on the ramp approaching this intersection. The community voted to pursue a meeting with Washington County officials where this concern could be more directly addressed.*

71

Mr. Glenn Bowman  
I-70 @ MD 632  
Page 4

**Would I-70 have its' speed limit returned to 55 mph after the interchange is constructed?** - SHA has no plans to lower the speed limit along I-70, with or without the construction of the MD 632 interchange.

**Could the entrance ramp to westbound I-70 be placed in the northwest quadrant?**  
- Construction of a ramp in the northwest quadrant would require the acquisition of parkland. In order to obtain parkland for roadway purposes, it is necessary to demonstrate that there are no other prudent or feasible alignments which exist that would avoid or minimize impacts to the parkland. Alternative 2 (the build alternative) avoids impacting parkland and therefore is a feasible alternative. A resident at the meeting also warned that if the ramps were removed from the northeast quadrant, other types of development could occur adjacent to the Towne Oak Village community which may be less desirable than a roadway.

At our meeting several citizens requested a sketch of the modified ramp design for Alternative 2 (Build). For your use I have enclosed several copies of the proposed interchange.

Again, thank you for your assistance and interest in this project. We will review all of the comments received at and since the public hearing and hope to select an alternative soon. If you have any questions about the noise analyses completed for this study, please call Ms. Patricia Greene at (410) 545-8528. Should you have any additional questions or concerns, please feel free to call me at (410) 545-8548. Pat and I can also be reached toll free in Maryland at 800-548-5026.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by:

  
Dennis M. Atkins  
Project Manager  
Project Planning Division

Mr. Glenn Bowman  
I-70 @ MD 632  
Page 5

LHE:DMA:as  
Enclosure

cc: The Honorable Donald Munson  
The Honorable Robert McKee  
Mr. Charles Adams  
Mr. T.W. Beaulieu  
Mr. Neil J. Pedersen  
Mr. John Zanetti





**Maryland Department of Transportation**  
**State Highway Administration**

David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

August 12, 1996

Mr. Allen Friend  
6515 Woodbridge Circle  
Catonsville MD 21228

Dear Mr. Friend:

This letter is to follow up a certified letter that was sent to you in mid July but not claimed. The State Highway Administration wants to make sure that all of the property owners affected by the proposed noise abatement project are contacted. The following is the content of the certified letter:

I am writing to bring you up to date on the status of the proposed noise abatement project to be constructed along the Baltimore Beltway (I-695) between US 40 and I-70. The State Highway Administration requires that any right-of-way needed for the placement of noise walls, along with any utility relocation, drainage and construction easements required for construction of the noise walls be made available at no cost to the State. In May of this year we made initial contacts with several property owners on Woodbridge Circle and learned that they could not agree to donate the required right-of-way. The State Highway Administration regrets that due to our inability to obtain the needed right-of-way donations, that the proposed noise abatement wall will not be constructed on the Outer Loop of I-695 from North of Crosby Rd. toward I-70 for a distance of 1000 feet. A community meeting was held on June 27, at the Emmanuel Lutheran Church to discuss the details of this situation.

In the future when this area of the beltway is expanded the construction of this portion of the noise barrier will be reassessed.

We are sorry for any inconvenience this issue may cause. If you have any questions please call our Project Manager, Mr. Fred Eisen at 545-8598.

Sincerely,

*Charles B. Adams*

Charles B. Adams,  
Director  
Office of Environmental Design

CBA/FAE *F.A.L.*  
nowall.doc

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation**  
**State Highway Administration**

H

*Binder*  
*#1160-FC*  
David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

December 2, 1996

Mrs. Donna Fuss  
1307 Pinewood Drive  
Frederick MD 21701

Dear Mrs. Fuss:

Thank you for contacting our office about the highway traffic noise from US 15, near your home in the Spring Valley community. I would like to explain the way in which we handle requests such as yours.

Requests for noise barriers are evaluated against criteria that include: whether the homes predate the highway, whether the noise levels equal or exceed an impact threshold of 66 decibels (dBA), and whether an effective noise barrier can be constructed for a reasonable cost.

Over the last year we have been working to revise our noise abatement policy to increase its flexibility. Now that the review is finished, we will be revisiting the factors of the communities that previously did not qualify for noise barriers. The Spring Valley community falls into this category. We anticipate that re-analysis of these communities will be underway by January 1997. A representative from this office will contact you within the next three weeks to let you know when a noise monitoring analysis will be scheduled for your community.

In the meantime, if you have any questions please feel free to call Mr. Jim Hade, our Noise Abatement Team Leader at (410) 545-8599.

Sincerely,

Charles B. Adams  
Director  
Office of Environmental Design

cc: Noise Abatement Team

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

76  
Mrs. Donna Fuss  
Page Two

bcc: Mr. Robert Fisher, District Engineer, State Highway Administration





# Maryland Department of Transportation

The Secretary's Office

Parris N. Glendening  
Governor

David L. Winstead  
Secretary

Thomas L. Osborne  
Deputy Secretary

Post-It® Fax Note	7671	Date 2-20-97	# of pages 2
To Jim Hade	From Edie Garrett		
Co./Dept.	Co.		
Phone # 545-8599	Phone # 410 885 0854		
Fax # 410 885-4126	Fax # 410 885 0950		

December 13, 1996

Mr. James R. Garrett  
10220 Falls Road  
Box 816  
Brooklandville MD 21022-0816

Dear Mr. Garrett:

Thank you for your letter regarding a noise barrier for the Rockland community. Your community has been dealing with the highway traffic noise from the Baltimore Beltway for a number of years, and I am pleased the State Highway Administration (SHA) will be able to build a noise barrier to provide relief for your community. The barrier will be constructed as part of the highway improvements currently underway along I-695.

Again, thank you for your letter. If you have any questions about the barrier, please call Mr. Charles Adams, SHA's Director of Environmental Design, at (410) 545-8640.

Sincerely,

David L. Winstead  
Secretary

cc: Mr. Charles B. Adams, Director, Office of Environmental Design, State Highway Administration  
Mr. Parker F. Williams, Administrator, State Highway Administration

My telephone number is (410)- 865-1000

TTY For the Deaf: (410) 865-1342

Post Office Box 8755, Baltimore-Washington International Airport, Maryland 21240-0755

OCT 23 '96 02:28PM GOVERNOR'S EXEC OFF

Post-It Fax Note	7671	Date	10/23	# of Pages	1
To	Barbara Hoffman	From	David L. Winstead		
Cell/Dept		Cell			
Phone	410-764-3614	Phone	410-865-1000		
Fax	410-841-3950	Fax	410-841-1334		

STATE OF MARYLAND  
OFFICE OF THE GOVERNOR

Jim + Edie Garrett 825-0884

October 22, 1996

The Honorable Barbara Hoffman  
Senate of Maryland  
100 James Senate Office Building  
Annapolis, MD 21401-1991

ANNAPOLIS OFFICE  
STATE HOUSE  
100 STATE CIRCLE  
ANNAPOLIS, MARYLAND 21401  
(410) 865-3301

WASHINGTON OFFICE  
SUITE 311  
444 NORTH CAPITOL STREET, N.W.  
WASHINGTON, D.C. 20001  
(202) 630-2215  
TDD (410) 383-3030

Dear Barbara:

The Maryland Department of Transportation has been reviewing the Rockland Community request for noise barriers along I-495, Grasty Road and Falls Road. Happily, the Rockland Community request has been approved.

Under the Noise Abatement Policy, the Rockland Community has met the Type I criteria and funding requirements. The community predates the expansion of the highway; the expansion of the highway will substantially increase the noise level along the highway; and, after further research, it was determined that the community has designated historic resources. The Maryland Environmental Trust has a hundred year easement to protect the historic nature of the community. Having met this criteria we will proceed with the project.

The construction of the noise barriers will coincide with the current beltway expansion. Once the cost and design information have been finalized, the Department of Transportation will be able to project a timetable for construction. The Department has submitted the request to the Federal Highway Administration for final Federal funding approval.

Once again it is a pleasure to inform you of the Rockland Community noise barrier approval. If you have any questions please contact either myself or Secretary David L. Winstead at (410) 865-1000.

Sincerely,

Parris

Parris N. Glendening  
Governor

cc: David L. Winstead, Secretary, MDOT

doesn't  
the  
Gov.  
know  
his  
routes?

November 14, 1996 229-23493



**Maryland Department of Transportation**  
**State Highway Administration**

BINDER

79

David L. Winstead  
Secretary

Parker F. Williams  
Administrator

Re: Plumbkey, A.

# 1148 - HD

December 3, 1996

Ms. Marsha Gladden  
5609 Broadwater Lane  
Clarksville MD 21029

Dear Ms. Gladden:

Thank you for contacting our office about the highway traffic noise near your home adjacent to MD 32. I understand your concerns and want to explain the way in which we approach situations such as yours.

The State Highway Administration's (SHA), noise abatement program has two elements called Type I and Type II. With the Type I program, noise barriers are built in conjunction with new roadway construction or expansion of existing highways. When deciding where to build a barrier, we perform an environmental analysis during the highway planning process, to see whether noise levels will equal or exceed an impact threshold of 66 decibels (dBA) and, if so, whether they can be reduced for a reasonable cost. The homes must predate the approval date of the highway improvements to be considered for this program.

The Type II (retrofit) program, involves the construction of noise barriers for communities where the highway was built before environmental analysis became a part of the highway development process. These are stand-alone projects that consist solely of noise barrier construction. As with the Type I program, an analysis is performed to determine whether the homes predate the highway, whether the noise levels equal or exceed the impact threshold and whether an effective noise barrier can be built for a reasonable cost.

When applying these criteria to your community, we found that the homes were built after the original construction of MD 32 and therefore, would not qualify for our Type II program. However, with the proposed widening of MD 32 near your home, an environmental analyses will be performed to determine potential future noise impacts in the area. The environmental analysis will be conducted by SHA's Project Planning Division and is scheduled to begin in early February. In the interim, our office will perform a noise measurement analysis at your home to assess the noise levels of today. A representative from our office will contact you within the next several weeks to schedule a timeframe for this work.

My telephone number is \_\_\_\_\_

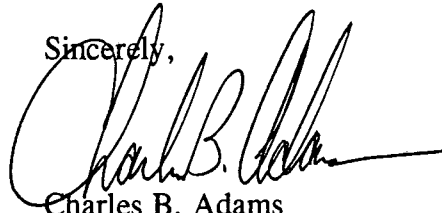
Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

80  
Ms. Marsh Gladden  
Page Two

Thank you again for your call to our office. If you have any questions regarding highway traffic noise please feel free to call Mr. Ken Polcak of our Noise Abatement Team at (410)545-8601. For information concerning the proposed MD 32 highway improvements contact, Ms. Allison Grooms, Environmental Manager, at (410)545-8568.

Sincerely,



Charles B. Adams

Director

Office of Environmental Design

cc:

Ms. Allison Grooms, Project Planning Division, SHA  
Mr. Kenneth Polcak, Office of Environmental Design, SHA  
Mr. Robert Sanders, Project Planning Division, SHA

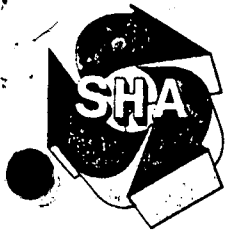


81

Ms. Marsha Gladden  
Page Three

bcc: Mr. Alan Plumbley  
Mr. Robert Fisher, District Engineer, SHA  
~~Mr. Robert Sanders, Project Planning Division, SHA~~  
Mr. Dan Uebersax, OED, SHA





**Maryland Department of Transportation  
State Highway Administration**

*Shawen*  
83

#1158-BA

David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

September 27, 1996

Mr. and Mrs. Stephen G. Heaver  
607 Brightwood Club Drive  
Luhterville MD 21093

Dear Mr. and Mrs. Heaver:

Thank you for your letter to our office about the highway traffic noise from the Baltimore Beltway (I-695), near the Brightwood community.

Noise barriers are built in conjunction with new roadway construction or expansion of existing highways when an environmental analysis, conducted during the highway planning process, determines that noise levels will equal or exceed an impact threshold of 66 decibels (dBA), and can be reduced for a reasonable cost. The homes must predate the approval date of the highway improvements to be considered for this program.

When the approval of the I-695 improvements now being constructed was received, the homes in the Brightwood community had not been built and therefore, were not addressed in the environmental analysis. The State Highway Administration (SHA), was contacted in 1995 by the manager of the Brightwood community. A series of noise measurements was taken at the residences closest to the beltway. Noise levels were well below SHA's impact threshold. This is due to the distance the community is from the highway. It is not expected that the noise levels will approach the impact threshold after the beltway expansion is completed.

In view of this information, a noise barrier is not warranted at this location. While your community is not eligible for noise barriers, we will examine the area adjacent to the Brightwood community to see if there are opportunities for any visual screening with trees. When this work is finished, I will be in touch to let you know the outcome.

My telephone number is \_\_\_\_\_

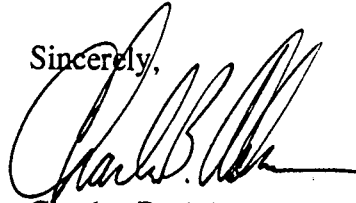
Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. and Mrs. Stephen G. Heaver  
Page Two

Thank you again for your letter. If you have any questions in the meantime, please feel free to call me, or Shawn Newson, of our Noise Abatement Team at (410) 545-8600.

Sincerely,

A handwritten signature in black ink, appearing to read "Charles B. Adams", written over a horizontal line.

Charles B. Adams  
Director  
Office of Environmental Design

cc: Noise Abatement Team

Mr. and Mrs. Stephen G. Heaver  
Page Three

bcc: Mr. David Malkowski, District 4



**Maryland Department of Transportation  
State Highway Administration**

*FILED 86*

*#1215-H&C*

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

July 31, 1996

Mr. Josh Heltzer  
Board Member, River Hill Community  
Analytical Services  
7135 Minstrel Way  
Suite 303  
Columbia, Maryland 21405

Dear Mr. Heltzer:

I wanted to let you know about the noise monitoring study planned for the River Hill community, located near MD 32, in Howard County.

We anticipate starting this work during the week of August 5th. Please keep in mind that this schedule may vary depending on the weather conditions. Site locations were selected based on residents requests and the topography of the community. We will measure at those residences studied during the preliminary test and include the following new locations:

- 6932 Morning Time Lane
- 6437 Mellow Wine Way
- 7082 Garden Walk Way
- 7001 Golden Seeds Circle

A copy of the preliminary noise study is enclosed for your reference. The noise measurements will consist of short-term and 24-hour measurements at selected locations. If you have any questions or comments regarding this information, please feel free to call me at (410)545-8600.

Sincerely,

*Shawn Newson*

Shawn Newson  
Office of Environmental Design  
Noise Abatement Team

cc: Mr. Charles B. Adams ✓  
Noise Abatement Team

*Mr. Heltzer:*  
*I will contact you with information regarding pavement and weather conditions during noise studies.*

My telephone number is \_\_\_\_\_

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**Maryland Department of Transportation  
State Highway Administration**

# 1215

He.C.

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

June 19, 1996

Mr. Josh Hetzler  
6308 Mellow Twilight Court  
Columbia, Maryland 21044-4911

Dear Mr. Hetzler:

Thank you for contacting Shawn Newson with your questions about the planned noise monitoring study for the River Hill community. Enclosed is a copy of the Maryland State Highway Administration Noise Abatement Criteria.

The noise measurements scheduled to take place this week are preliminary measurements that will be included as part of the community study. Several residents independently contacted our office requesting noise studies at their homes. To accommodate the individual requests, it was decided that these measurements could be performed and used in conjunction with the community study. As you requested, when we plan the community study, we will coordinate this work with the River Hill Board.

Also, at this time there are no plans to model the results of the noise monitoring study. When the environmental analysis for the relocation of MD 32 was performed, the Village of River Hill was not constructed. Therefore, we do not have any previous noise measurements for the area. The State Highway Administration had no involvement with any previously performed studies by the developer or Howard County.

I hope this information clarifies your concerns about our noise program and the noise study for your community. If you have additional questions please feel free to contact Shawn Newson at (410)545-8600.

Sincerely,

Charles B. Adams  
Director  
Office of Environmental Design

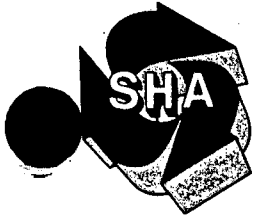
Enclosure

cc: Ms. Sunny McGuinn  
Noise Abatement Team

My telephone number is \_\_\_\_\_

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**Maryland Department of Transportation  
State Highway Administration**

88 # 1203

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

May 30, 1996

Mr. Alan Herbert  
1743 Lerch Farm Court  
Davidsonville, Maryland 21035

Dear Mr. Herbert:

I am writing to give you an update on the noise monitoring study performed at your home located near US 50, in Anne Arundel County. Enclosed is a copy of a graph that illustrates the results of the noise study.

As you requested, we will conduct a second measurement at your home, to compare noise levels during the seasonal "peak" (beach traffic) travel periods along US 50. Once we have completed all of the measurements, we will provide you with a report of our findings. We will also look into the feasibility of providing additional landscaping along US 50 in the area of your community. A representative from our office will contact you by mid-July to schedule a timeframe for the next noise study.

In the meantime, if you have any questions, please feel free to contact Ms. Shawn Newson of our Noise Abatement Team. Shawn can be reached at (410)545-8600.

Sincerely,

Charles B. Adams

Director

Office of Environmental Design

Enclosure

cc: Ms. B.J. Gibson  
Mr. William Burton  
Noise Abatement Team

My telephone number is \_\_\_\_\_

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**Maryland Department of Transportation**  
**State Highway Administration**

89

1203  
#1063

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

January 19, 1996

Mr. Alan Herbert  
1743 Lerch Farm Court  
Davidsonville, Maryland 21035

Dear Mr. Herbert:

I am writing you about the noise monitoring study scheduled at your home.

Due to the recent inclement weather, we must postpone doing noise measurements at this time. Noise measurements should not be conducted when there is a substantial amount of snow and/or ice coverage on the ground. These "extremes" could potentially lead to an understatement or overstatement of impact, relative to "typical" conditions. It is important that we get an accurate assessment of the situation when we monitor.

Someone from our office will contact you when the weather conditions have improved for noise monitoring. We appreciate your patience with this matter..

In the meantime if you have any questions, please feel free to contact me at (410)545-8640.

Sincerely,

Charles B. Adams

Director

Office of Environmental Design

cc: Mr. William Burton  
Ms. B.J. Gibson

My telephone number is \_\_\_\_\_

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**Maryland Department of Transportation  
State Highway Administration**

90

#1203

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

April 5, 1996

Mr. Alan Herbert  
1743 Lerch Farm Court  
Davidsonville, Maryland 21035

Dear Mr. Herbert:

Our office was scheduled to conduct a noise monitoring study at your home that was postponed due to the inclement weather this winter. Now that the weather is more predictable, we are prepared to initiate this work. If you are still interested in having the study performed, please call me at (410)545-8600 to schedule a timeframe for this work.

I look forward to hearing from you soon.

Sincerely,

Shawn Newson  
Noise Abatement Team

cc: file #1063

My telephone number is \_\_\_\_\_

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**Maryland Department of Transportation**  
**State Highway Administration**

91 Shawn #1153

David [unclear] ad  
Secretary  
Parker F. Williams  
Administrator

#1153 - MD

September 26, 1996

Mr. Tom Hilderbrandt  
10413 Brookmoor Drive  
Silver Spring MD 20901

Dear Mr. Hilderbrandt:

Thank you for contacting our office about the highway traffic noise from the Capital Beltway (I-495), near your home in the Woodmoor community. I would like to explain a little about our noise abatement program.

When we receive requests for noise barriers, each community is evaluated against criteria that include: whether the homes predate the original highway, whether the noise levels equal or exceed an impact threshold of 66 decibels (dBA), and whether an effective noise barrier can be constructed for a reasonable cost.

In 1991, a noise barrier was completed along I-495, between University Boulevard and Northwest Branch Park. The barrier was built to protect the homes closest to the highway on South Waterford Road, Nassau Lane, and Cherry Tree Lane, where noise levels were found to be the highest, and where the greatest level of noise reduction could be obtained. For homes farther away from the highway, the noise barrier system provides some noise reduction benefits, but those benefits decrease the greater the distance from the highway. This is because a noise barrier functions by increasing the distance that the sound must travel up and over the barrier. Over large distances, by placing a barrier in the path of the sound, the extra distance the sound must travel over the barrier is small compared to the unobstructed path. As a result, very little if any perceptible noise reduction is realized. In this area, we have that situation. To provide any level of noise reduction for your location, the existing noise barrier would have to extend completely across the bridge over Northwest Branch Park, which is not feasible from an engineering standpoint (the existing structure was not designed to accommodate the additional loads associated with a noise barrier). Since your home is some distance from the highway, the overall noise reduction potential is quite limited.

Under such circumstances, where there is no feasible solution, or where all of our criteria is not met, we are reluctant to perform noise studies since, regardless of the outcome, we would not be able to provide noise abatement as a solution. However, if you are interested in having a noise monitoring analysis performed at your house, please contact Shawn Newson, of our Noise Team to coordinate this work. Shawn may be reached at (410) 545-8600.

My telephone number is \_\_\_\_\_

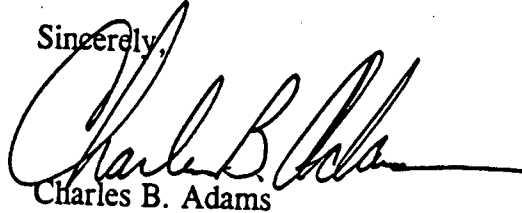
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92  
Mr. Tom Hilderbrandt  
Page Two

Thank you again for contacting us with your concerns. I regret that I am unable to offer a more positive response to your request. If we can be of further assistance to you, please feel free to call our office.

Sincerely,



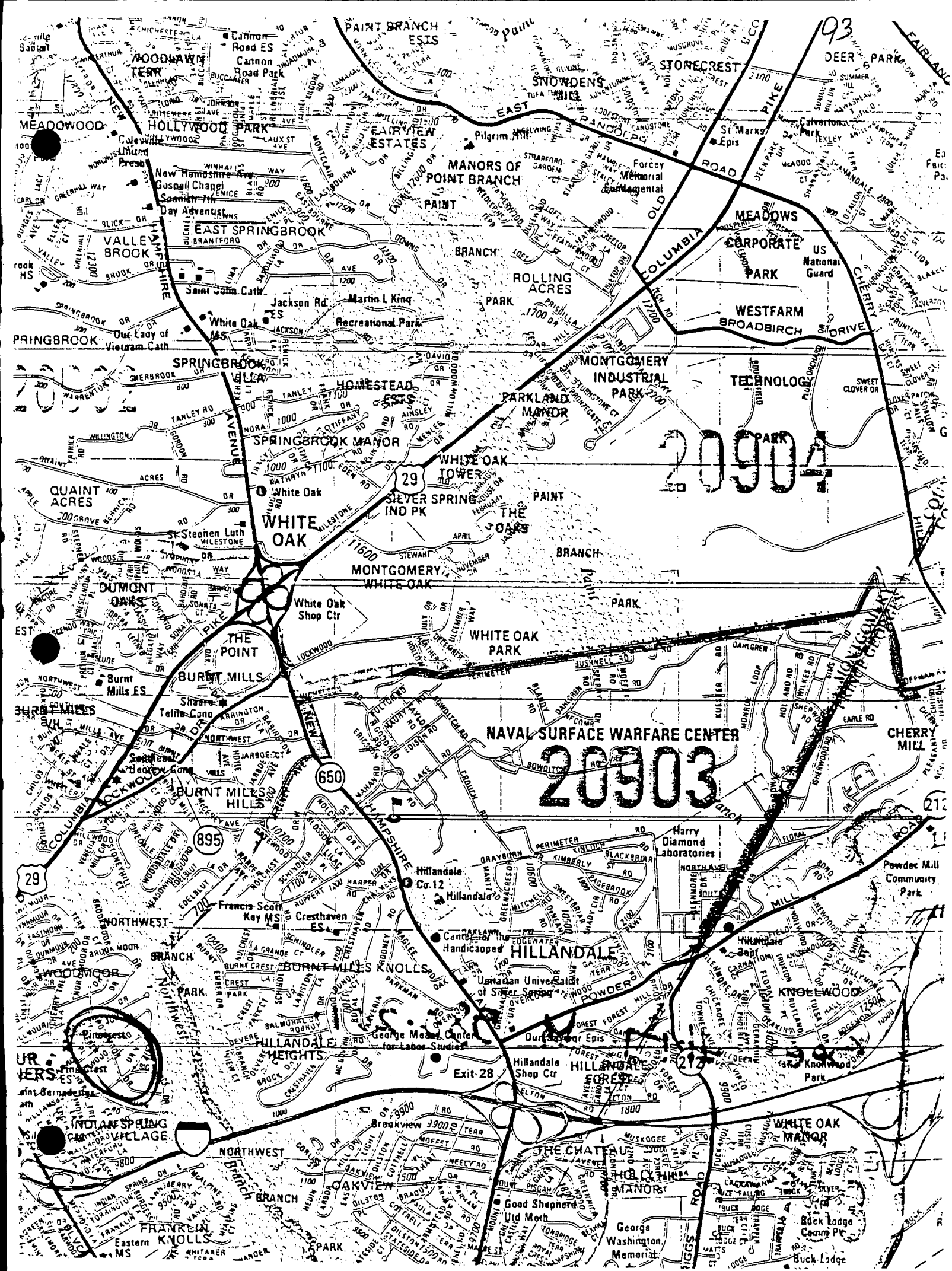
Charles B. Adams

Director

Office of Environmental Design

Mr. Tom Hilderbrandt  
Page Three

bcc: Mr. Charles Watkins, District 3





**Maryland Department of Transportation**  
**State Highway Administration**

94 ID # 1044 -H0

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

January 23, 1996

Mr. Allan Hobby  
4256 Columbia Road  
Ellicott City, Maryland 21042

Dear Mr. Hobby:

I am writing to let you know about the landscaping and privacy fence that you requested for your home, located near U.S. 29.

As you may already know, when the U.S. 29/MD103 interchange was planned, the environmental evaluation found that the cost to construct a noise barrier for this area would exceed our maximum cost criteria of \$40,000 per residence. Providing landscape screening in areas where possible, was determined to be the most feasible option to provide some partial protection. The planting is scheduled to take place this spring, and will consist of a variety of evergreen trees with a mixture of small flowering trees on the earth berm near your home, and a shrub hedge will be planted along U.S.29. While these plantings will not serve to substantially reduce noise levels, they will provide a visual buffer between Columbia Road and U.S.29.

In response to your request for construction of a privacy fence on your property, the State Highway Administration does not have a policy that prohibits working off our right-of-way; however, we feel that a privacy fence at this location is not a suitable alternative. A privacy fence (similar to landscaping), would provide visual screening of the highway. Also, if we were to propose a privacy fence at your property, it would be unfair not to extend the fence along Columbia Road for other impacted residences. Please understand that this decision is in no way meant to discount or minimize the noise impacts at your residence; however, we feel that landscape screening is the better approach in this case and will provide the same level of benefit as a privacy fence.

I would also like to clarify the conditions of the situation with the Montgomery Run Condominiums, located next to MD 100. In 1989 when the original alignment agreement was made between SHA and the developer, we did not anticipate that the roadway would impact any of the condominium units. However, in an effort to reduce wetland impacts, the highway alignment was moved closer to a few of the condominium units than originally intended. The State Highway Administration agreed to purchase the two impacted condominium units.

My telephone number is \_\_\_\_\_

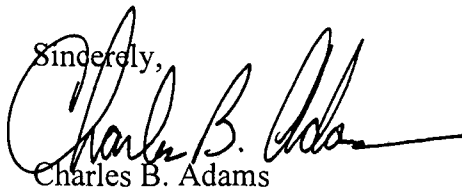
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Mr. Allan Hobby  
January 23, 1996  
Page Two

I am truly sorry that we cannot approve your request for a screen fence. However, I hope you are able to understand our position. If you should have any questions regarding this information, please feel free to contact me at (410)545-8640.

Sincerely,

A handwritten signature in cursive script, appearing to read "Charles B. Adams", written over the typed name.

Charles B. Adams

Director  
Office of Environmental Design

cc: Mr. Gene Straub

96

bcc: Noise Abatement Team





**Maryland Department of Transportation  
State Highway Administration**

97

#1124-110

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

July 1, 1996

Ms. Kathy Holman  
16421 Alden Court  
Gaithersburg, Maryland 20877

Dear Ms. Holman:

Thank you for contacting our office about the noise from I-370, near the Rosemont community. Unfortunately, we do not have any record of receiving Mr. Klitosh's 1994 letter. However, I would like address each of his concerns at this time. For your reference a copy of the noise report has been included.

Measurement sites were selected based upon the variable distances of the homes from the highway. The goal was to determine the noise level at sites that would be representative of the entire community from a distance standpoint. Topography and other existing features, such as the noise barrier to the east for the Rosemont Apartments were noted in the report as having some effect on the noise level in certain locations. The acoustical effects of the surrounding environment at the selected measurement sites are reflected in the data.

1) Attempting to capture the "worst-case" noise level at any given location, requires measuring the peak noise period, however this period may, or may not, correspond to the typical rush hour traffic peak. Several changes typically occur between rush hour and non-rush hour period. The total volume of traffic will be greater during rush hour, but often the number of trucks will decrease compared to the non-rush hour period (daytime, mid-morning to mid-afternoon). Also, traffic volumes can approach the point at which the overall speed will decrease. The variable nature of traffic in general, introduces a level of variability to the potential noise level on any given occasion. As illustrated by the Exhibit 2 graph of the measured noise levels, a variation of up to several decibels (dBA) was seen for the same time of day, depending on the day.

The reasoning behind use of adjustments for the other short-term measurements considered this factor of variability. For example, during the 8/29-30 test period, the highest noise levels (61-62 dBA) were measured between 8:20 PM and 10:00 PM, and between 6:40 AM and 8:20 AM. During the next test period (9/21-22), the peak noise period (62-63 dBA) occurred as early as 7:00 PM through 10:00 PM, but no similar morning peak noise was seen. In fact, noise was 2-3 dBA lower.

My telephone number is \_\_\_\_\_

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98  
Ms. Kathy Holman  
July 1, 1996  
Page Two

If only the morning peak hour had been used on that day (9/22), the worst case noise level would not have been measured.

2) Regarding the data that was "flagged" as suspected of being influenced by non-highway noise, several factors are assessed when evaluating the data. First, traffic noise will vary over time, but variations tend to be small over relatively short periods of time. The data in Exhibit 3, are average noise levels for 20-minute intervals, continuously measured for 24 hours. In examining the data, a trend in the noise level can be seen from interval-to-interval; the variations tending to be +/- 1-2 dBA in this case. Typical traffic flow will not cause extreme deviations from this trend. If such deviations in the trend appear, then there is cause to suspect that something unusual has occurred. It may not be possible to positively identify the cause, but the anomaly is nonetheless apparent in the data. An examination of the highest single noise level (called the Lmax) recorded for each interval and provided as part of the overall measurement report can also provide insight into the character of the sample data. A similar trend in the Lmax levels will be apparent, though the trend will vary to a greater degree than the average (Leq) level. If an extremely high Lmax level (relative to the general trend) is seen during an interval, this again points to something unusual during the interval. Finally, with multiple 24-hour tests available, trend observations over several days can provide additional insight into those events. This type of approach is an essential aspect of data analysis for noise studies where continuous observation during data collection is impractical.

a) During each of these intervals, it was noted that Lmax levels were over 71 dBA, which is close to 10 dBA above the typical trend seen in other intervals during the test. Also, that data exhibited an unusual "spike" compared to the other tests done on other days (as is shown on Exhibit 2). These factors make use of the data from these intervals questionable, in that the highway noise, may not be the predominate source, and to use this data would potentially overstate the impact.

b) A similar deviation from the trends (interval to interval, and day-to-day) was exhibited during this interval. An Lmax level of over 75 dBA was recorded during this interval, which indicates the possibility of an unknown noise source closer to the noise monitor, or another noise event (e.g. an aircraft flyover). Though this data was collected on a Friday, it appears that the data is comparable to other days (shown on Exhibit 3); in fact during some intervals, the data from 8/26 is the highest of all the test days.

99  
Ms. Kathy Holman  
July 1, 1996  
Page Three

c) The data recorded during this period clearly demonstrates that something highly unusual occurred. The Lmax levels for these two intervals were 88.9 dBA and 105.3 dBA, respectively. The "spike" resulting from these events, shown clearly on Exhibit 2, are well beyond the normal data trend, and should not be considered valid.

d) Calibration is conducted before and after each test. Any differences in calibration would show a consistent pattern over the whole test period. Calibration to the standard 102 dBA level was performed and confirmed for each test period.

e) The same evaluation procedures as described above were utilized to assess data validity, as well as on site observations. In no case was data excluded in an arbitrary manner; any exclusion was based on suspected contamination of the data sample by non-highway noise sources or events.

3) All test were conducted following procedures and guidance outlined in the referenced FHWA publication.

Overall, it is felt that the testing as conducted for the Rosemont community accurately reflects the current noise level environment. It is recognized, that some variation in noise levels from day-to-day and hour-to-hour will occur, and are clearly demonstrated in the data collected for this study. It is also our standard practice to analyze (the data collected) to ensure valid depiction of impact from the highway. In view of this information, we do not feel that a re-analysis of the community is necessary at this time.

I hope that this information clarifies your concerns about the methods used for the noise study. However, if you have any questions or would like to discuss this matter further, please feel free to contact Ken Polcak of our Noise Abatement Team. Ken can be reached at (410)545-8601.

Sincerely,



Charles B. Adams

Director  
Office of Environmental Design

Enclosure

cc: Noise Abatement Team  
Mr. Linus Klitosh

DRAFTED  
To CBA 12-23-96

100

Ms. Dale Hood  
1821 Landrake Road  
Towson MD 21204

Dear Ms. Hood:

Thank you for your letter requesting a noise barrier along the Baltimore Beltway (I-695), for the Village Green community. I am pleased to confirm that funding has been approved to construct a noise barrier along I-695, from Joppa Road to Thornton Road.

The State Highway Administration's Office of Environmental Design will be managing this project. Construction is anticipated to begin in Spring 1988. When design of the barrier is completed and the project is close to advancement, a meeting will be scheduled to inform the community on the details of the project.

Thank you again for your letter. If you have any questions regarding this information, please feel free to contact Mr. Charles Adams, Director of Environmental Design. Mr. Adams may be reached at (410) 545-8640.

Sincerely,

David L. Winstead  
Secretary

cc: Mr. Charles B. Adams, Director, OED, SHA  
Mr. Parker Williams, Administrator, SHA

106

Ms. Dale Hood

Page Two

bcc: Mr. James Hade, Noise Abatement Team Leader, SHA  
Mr. Dave Malkowski, District Engineer, SHA  
Mr. Kenneth Polcak, Noise Abatement Team, SHA



**Maryland Department of Transportation  
State Highway Administration**

102

#1028-HD

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

March 6, 1996

Mr. James O. Hutchinson  
9005 Manordale Lane  
Ellicott City, Maryland 21042

Dear Mr. Hutchinson:

I am writing to report the results of the investigation of the residential development dates in your community, and to respond to the issues raised in your letter about the noise monitoring study conducted in your community. Before we begin, I want to apologize for not getting back to you within the timeframe that was originally discussed.

Results of the date of construction study found that the majority of homes on View Top Road (where most of the noise impact was found), were constructed after the highway. A noise barrier would not provide substantial noise reduction for the homes that do predate the highway on High Point Road, due to the distance between the property and the highway. Additionally, to build a noise barrier at this location would exceed our \$40,000 cost per residence limit and therefore, does not qualify for noise abatement.

With regard to the questions raised in your letter, each is addressed in the order in which presented:

**Issue # 1** - Regarding incremental changes (i.e., expansion, lane additions, etc.), in the highway over the years, this issue was identified as particularly important in the current policy review. Once a new noise policy is established, a revisiting of this area would be appropriate.

**Issue # 2** - The interchange improvements that have been implemented only affect those homes along High Point Rd., due to its closer proximity. Those homes along View Top Road are most affected by traffic on the mainline of US 29, because US 29, not the ramp/interchange, is closest to them. By comparison, the amount of traffic on US 29 is greater than that on the interchange ramps. Speed differentials on the various roadways in the area were accounted for in the noise prediction modeling.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
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**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**  
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

Mr. Hutchinson  
March 6, 1996  
Page Two

**Issue # 3 - Point 1:** "Instrumentation error", better described as instrumentation accuracy, is + or - 0.5 decibels (dBA). No "adjustments" were necessary because given the inherent variable nature of traffic noise in general, a 0.5 dBA variation is negligible. The average person would not perceive a change in noise level less than about 3 dBA.

**Point 2:** In the earlier noise studies of the MD 103 interchange at US 29, specific accounting for MD 100 was not specifically documented. However, in the forecasting of future traffic growth, many factors are considered. For example, future land use patterns as set forth in county master plans, population growth projections, and other social and economic factors related to future development all affect the projections of future traffic in an area. How this affects the outcome of the noise analysis is still a function of the ultimate capacity of the highway system (i.e., how much traffic can a particular section of roadway carry). As is demonstrated on occasion even now, if the volume of traffic exceeds a certain level, the traffic speed slows or stop-and-go conditions will develop. Once the traffic speed starts to fall, the resulting noise level will fall as well. If traffic volumes continue to grow beyond projections, there will be in essence an "upper limit" to the noise level based on the capacity of the highway, recognizing that factors such as changes in the numbers and types of trucks will also affect the noise level. All noise analyses are conducted to project noise levels based on "worst-case" noise generating conditions many years into the future. With traffic forecast variations (i.e., increase) of as much as 50%, the effect on the overall noise level will still be relatively small, (less than 3 dBA).

**Point 3:** The adjustments are calculated relative to the highest hourly noise level in the 24-hour test, which in this case was 69 dBA for the 8:00 AM-10:00 AM period. Thus all comparisons are based on the difference between the highest level (69 dBA) and the level for the subject time period. For example, any short-term measurement conducted during the noon hour would be adjusted by 4 dBA, based on the 65 dBA level found for the noon hour in the 24-hour test. Similarly, the level measured during 8:00 AM - 9:00 AM hour in the 24 hour-test was 69 dBA; thus no adjustment would be made to any short-term measurement made during this period, since it is the identified "peak noise" period from the 24-hour test.

164

Mr. Hutchinson

March 6, 1996

Page Three

I hope this information clarifies your concerns about the noise monitoring study. I will be in touch when the policy review is completed. If you should have any questions about this information, please feel free to contact me at (410)545-8640.

Sincerely,

Charles B. Adams

Director

Office of Environmental Design

cc: Noise Abatement Team







**Maryland Department of Transportation**  
**State Highway Administration**

106

#1211

David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

Ms. LuAnn Iannatuono  
1327 Willow Spring Road  
Baltimore, Maryland 21228

Dear Ms. Iannatuono:

Thank you for your letter of August 13, requesting that the proposed noise barrier along I-695 be extended to include noise abatement for the residents of Willow Spring Road. The State Highway Administration has been investigating your request. Mr. Jim Hade of our office met with Mr. & Mrs. Reese to discuss the donation of right-of-way to accommodate the noise wall. The Reese's were agreeable to the donation. The wall extension will be located along the back of the Reese's property parallel to the Baltimore Beltway. We have started engineering the proposed noise wall extension and need to coordinate with several utility company's to determine how far the wall will extend.

Once again thank you for your letter. Should you have any additional questions/concerns please contact the Project Manager, Mr. Fred Eisen at (410) 545-8598.

Sincerely,

Charles B. Adams, Director  
Office of Environmental Design

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

107  
AUG 15 1996  
Maryland Department of Transportation  
State Highway Administration  
P.O. Box 717  
Baltimore, Maryland 21203-0717  
Attention: Mr. Charles B. Adams

August 13, 1996

Dear Mr. Adams:

We, the undersigned, are residents living on Willow Spring Road in Westview Park in Baltimore County.

Our concern is the Noise Abatement Wall which is to be erected in the Westview part of the beltway. We would like to have the entire block of Willow Spring Road included. It will be necessary to have someone from the State survey the properties, letting the property owners know if or how much of their property will be needed.

There is a small portion of property facing the beltway which belongs to a resident living on Woodbridge Circle. This property owner has never attended the meetings, nor voiced an opinion stating that they will or will not donate their property if it is needed.

We would appreciate your attention to this matter. If property is needed from the Woodbridge Circle yard, could the State please contact:

Mr. & Mrs. Robert Reese  
6528 Woodbridge Circle  
Baltimore, Maryland 21228  
(410) 788-7517

We will do anything necessary to help with any questions you may have concerning this matter since we feel the noise abatement wall is very much needed and will also be an asset to our property.

Thank you in advance for your prompt attention.

Your office may contact:

LuAnn Iannatuono  
1327 Willow Spring Road  
Baltimore, Maryland 21228  
(410) 788-2586

(OVER) →

Mr + Mrs Gay J Lipton  
1321 Willow Spring Rd.  
(410) 747-7763

Mr + Mrs James J. Adams  
1328 Willow Spring Rd  
410-744-2273

Mrs. Mrs. James J. Adams  
1327 Willow Spring Rd.  
Baltimore, Md 21228  
(410) 788-2586

Mr. and Mrs. Dennis L. McCollum

1319 Willow Spring Road

(410) 744-7319

Dear Mr. Adams

We, the undersigned, are residents living on Willow Spring Road in Western

Back in Baltimore County

Our concern is the noise abatement bill which is to be enacted in the Western

part of the beltway. We would like to have the entire block of Willow Spring Road

Mr. & Mrs. Richard Krzywicki included. It will be necessary to have someone from the State survey the properties

1318 Willow Spring Rd.

There is a small portion of property facing the beltway which belongs to a resident

living on Woodbridge Circle. This property owner has never attended to the noise

voiced an opinion stating that they will or will not donate their property if it is needed

Mr. & Mrs. Barbara Helbert We would appreciate your attempt to help with any noise problem you may have

1323 Willow Spring Rd

(410) 788-1945

Mr. & Mrs. Robert Reese  
6828 Woodbridge Circle  
Baltimore, Maryland 21228  
(410) 788-2517

Mr. & Mrs. David Jones We will do anything necessary to help with any noise problem you may have

1325 Willow Spring Rd.

410 788-9061

also be an asset to our property

Thank you in advance for your prompt attention.

Your office may contact:

Ben Story & Mr. & Mrs. Ernest Story  
1324 Willow Spring Rd  
(410) 788-6287  
(OVER)

Mr. & Mrs. Ernest Story  
1324 Willow Spring Rd  
Baltimore, Maryland 21228  
(410) 788-2586

Mr + Mrs D. MALHOTRA

1329 willow spring Rd

410 - 744-7129



**Maryland Department of Transportation  
State Highway Administration**

109 #1115-HO  
David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

May 30, 1996

Mr. Adrian Irby *< See Also - Adrian Erby >*  
9585 Glen Oaks Road  
Columbia, Maryland 21046

Dear Mr. Irby:

I am writing to share with you the results of the 24-hour noise monitoring study conducted at your home located near the MD 32/I-95 interchange. A graph which illustrates the noise levels measured is included for your reference.

Results of the study show the hourly noise levels at your home are below the impact threshold of 67 decibels (dBA). For a community to be considered for noise abatement, noise levels must reach 67 dBA. In the planning evaluation for the recent lane addition to westbound MD 32, it was determined that the project would not increase noise levels. Even with the added lane, noise levels have not reached the impact threshold. This however, is not to imply that you do not hear noise from the highway. It simply means that the noise levels are below the State Highway Administration's criteria for noise impact. In view of this information, we cannot consider noise barriers for your area.

I regret that I am unable to offer a more positive response to your request. However, if you would like to discuss this information, please feel free to contact Ms. Shawn Newson of our Noise Abatement Team. Shawn can be reached at (410)545-8600.

Sincerely,

Charles B. Adams

Director

Office of Environmental Design

Enclosure

cc: Noise Abatement Team

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation**

The Secretary's Office

#1216

Parris N. Glendening  
Governor

David L. Winstead  
Secretary

Thomas L. Osborne  
Deputy Secretary

July 8, 1996

Mr. Harry A. Jacobs  
3911 Montrose Drive  
Chevy Chase MD 20815

Dear Mr. Jacobs:

Thank you for your letter about the new interchange at Connecticut Avenue and the Capital Beltway. It is always good to hear that highway improvements have been successfully implemented.

Also, thank you for conveying your satisfaction with the efforts of our District Engineer, Mr. Charlie Watkins, in getting the interchange project completed and in cleaning up the access road to the nursery school. I will convey your thanks to Mr. Watkins.

We will need to look at the noise in the vicinity of the nursery school and community pool, to determine what might be able to be done to improve this situation. Mr. Charles Adams, the State Highway Administration's Director of Environmental Design, will call you to arrange to meet with you and begin this review. Mr. Adams will also explain our noise policy and its applicability to this situation.

Again, thank you for taking the time to bring your concerns to my attention. If you have any additional questions, please call Mr. Adams at (410) 545-8640.

Sincerely,



David L. Winstead  
Secretary

cc: Mr. Charles B. Adams  
Mr. Charlie K. Watkins

My telephone number is (410)- 865-1000  
TTY For the Deaf: (410) 684-6919

Post Office Box 8755, Baltimore/Washington International Airport, Maryland 21240-0755

112

Mr. Harry A. Jacobs  
July 5, 1996  
Page Two

bcc: ~~Mr. James Hade~~





**Maryland Department of Transportation**  
**State Highway Administration**

#1217

NOISE

113

David L. Winstead  
Secretary

Parker F. Williams  
Administrator

August 12, 1996

Mr. David James  
1325 Willow Springs Road  
Catonsville MD 21228

Dear Mr. James:

This letter is to follow up a certified letter that was sent to you in mid July but not claimed. The State Highway Administration wants to make sure that all of the property owners affected by the proposed noise abatement project are contacted. The following is the content of the certified letter:

I am writing to bring you up to date on the status of the proposed noise abatement project to be constructed along the Baltimore Beltway (I-695) between US 40 and I-70. The State Highway Administration requires that any right-of-way needed for the placement of noise walls, along with any utility relocation, drainage and construction easements required for construction of the noise walls be made available at no cost to the State. In May of this year we made initial contacts with several property owners on Woodbridge Circle and learned that they could not agree to donate the required right-of-way. The State Highway Administration regrets that due to our inability to obtain the needed right-of-way donations, that the proposed noise abatement wall will not be constructed on the Outer Loop of I-695 from North of Crosby Rd. toward I-70 for a distance of 1000 feet. A community meeting was held on June 27, at the Emmanuel Lutheran Church to discuss the details of this situation.

In the future when this area of the beltway is expanded the construction of this portion of the noise barrier will be reassessed.

We are sorry for any inconvenience this issue may cause. If you have any questions please call our Project Manager, Mr. Fred Eisen at 545-8598.

Sincerely,

S/CBA

Charles B. Adams,  
Director  
Office of Environmental Design

*P.F.W.*  
CBA/FAE  
nowall.doc

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

**Maryland Department of Transportation**

The Secretary's Office

#1218

114

Parris N. Glendening  
Governor

David L. Winstead  
Secretary

Thomas L. Osborne  
Deputy Secretary

October 1, 1996

Mr. G. Brock Johnson  
P.O. Box 101  
Brooklandville MD 21022

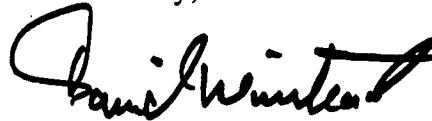
Dear Mr. Johnson:

Thank you for your recent letter regarding a noise barrier for the Rockland Community adjacent to the Baltimore Beltway. I have received similar requests from a number of residents of this area and certainly understand your desire to have a noise barrier.

Our statewide noise policy has recently been revised to increase its flexibility. One of the key components of the policy relates to the cost of noise abatement. We are aware that in a number of instances, particularly where the existing community preceded the construction of the highway project, this criterion results in communities not receiving protection. The cap on the per residence cost has been raised from \$40,000 to \$50,000. By augmenting the cost per residence, more communities have been able to meet the noise barrier requirements.

All of the issues and factors involved in the Rockland area are being reviewed to determine if there is a way that a noise barrier can be provided. We expect to reach a decision shortly. In the meantime, if you have any questions, please feel free to call Mr. John Lewis, Jr., of my office, at (410) 865-1098.

Sincerely,



David L. Winstead  
Secretary

cc: Mr. John Lewis, Jr., State Legislative Officer, Maryland Department of  
Transportation  
Mr. Parker F. Williams, Administrator, State Highway Administration

My telephone number is (410)- 865-1000

TTY For the Deaf: (410) 865-1342

Post Office Box 8755, Baltimore-Washington International Airport, Maryland 21240-0755

115

Mr. G. Brock Johnson  
Page Two

bcc: Mr. Charles B. Adams  
Ms. Claire K. DeBakey  
Mr. James Hade  
Mr. David Malkowski  
✓ Ms. Shawn Newson

OCT 11 1996





**Maryland Department of Transportation  
State Highway Administration**

# 1127- AA  
N7  
David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

May 30, 1996

Mrs. Doris Keating  
1687 Camden Court  
Arnold, Maryland 21012

Dear Mrs. Keating:

I am writing to let you know the results of the recent noise monitoring study conducted in the Sturbridge community, located near US 50. A graph that displays the results is enclosed. A twenty-four hour noise study was performed at a home on Sturbridge Road, and one on Sam Ryder Road.

Results of the noise study on Sturbridge Road show that the impact threshold was not reached during the testing period. At approximately 1:00 PM on 5/6, noise impacts reached an unusual hourly average Leq of 93.6 decibels (dBA). This impact is not consistent with the average noise levels monitored, and could most likely be attributed to an unidentified source other than highway traffic noise. Noise levels at 1687 Sam Ryder Road did reach the impact threshold between the hours of 6:00 AM and 8:00 PM. Noise levels were below 67 dBA during the late evening and early morning hours.

During the planning of the I-97/US 50 highway improvements, an environmental impact analysis was conducted to determine if communities would be effected by noise impacts as a result of the proposed work. At the time of this study, the homes in the Sturbridge community had not been constructed and therefore were not included as part of the environmental analysis. Since we have an assessment of the current noise levels in the community, when the work along US 50 is completed we will conduct another noise analysis to determine if the noise increased as a result of the highway improvements. Completion of the project is anticipated for August 1997, at which time we will remonitor noise levels.

In the meantime, if you have any questions regarding this information, please feel free to call Ms. Shawn Newson of our Noise Abatement Team. Shawn can be reached at (410)545-8600.

Sincerely,

Charles B. Adams

Director  
Office of Environmental Design

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

**Maryland Department of Transportation**

The Secretary's Office

#1110 - PG.

Parris N. Glendening  
Governor

David L. Winstead  
Secretary

Thomas L. Osborne  
Deputy Secretary

March 5, 1996

Mr. James Kessler  
9401 Firtree Park Street  
Capitol Heights MD 20772

Dear Mr. Kessler:

Governor Glendening received your letter requesting a noise barrier along the Capital Beltway (I-495) near your home. The Governor asked me to respond to you on his behalf.

Decisions on where to construct noise barriers are based on a set of criteria that look at whether the noise levels exceed 67 decibels (dBA), whether the homes predate the highway, and whether an effective noise barrier can be constructed for a reasonable cost.

Mr. Charles Adams, Director of Environmental Design for the State Highway Administration, tells me that one of his Noise Team members, Ms. Shawn Newson, has talked to you about setting up a noise study at your home to see if your community meets the eligibility criteria. You should be hearing from Ms. Newson within the next several weeks, if you have not already done so.

Again, thank you for bringing this matter to our attention. If you have any questions, please feel free to call Mr. Adams at (410) 545-8640.

Sincerely,



David L. Winstead  
Secretary

cc: The Honorable Parris N. Glendening  
Mr. Charles B. Adams  
Mr. Hal Kassoff  
Ms. Shawn Newson

My telephone number is (410)- 859-7600

TTY For the Deaf: (410) 684-6919

Post Office Box 8755, Baltimore/Washington International Airport, Maryland 21240-0755

# 1093-ND

119



**Maryland Department of Transportation**  
**State Highway Administration**

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

January 12, 1996

Mrs. Beatrice A. King  
10211 Raleigh Tavern Lane  
Ellicott City, Maryland 21042

Dear Mrs. King:

Thank you for contacting our office about the noise and air quality near your home, along I-70. I would like to explain a little about our noise abatement criteria and how it relates to your inquiry.

When we receive requests for noise barriers, each community is evaluated and measured against criteria that include: whether the noise levels exceed an impact threshold of 67 decibels (dBA), and whether the homes pre-date the highway. Our records indicate that the homes in the Market Square South community were constructed after completion of I-70. Unfortunately, because your community does not meet our date criteria, we cannot consider noise barriers at this location. Consequently, in situations where the community does not meet our basic criteria, we are reluctant to conduct a noise study, as we would be unable to offer any type of noise abatement, regardless of the noise study results.

There have not been any specific studies to demonstrate whether noise barriers would provide protection from dirt and exhaust fumes. Additionally, with the increase of the speed limit to 65 mph, studies conducted by the Federal Highway Administration (FHWA) have shown that a maximum increase of 1-1.5 dBA could result. This increase would be below the threshold perception of the average person.

I am sorry that I cannot offer a positive response to your request. If you should have any questions about this information, please feel free to contact me at (410)545-8640.

Sincerely,

Charles B. Adams

Director

Office of Environmental Design

cc: Noise Abatement Team

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
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**Maryland Department of Transportation**  
**State Highway Administration**

#1219

NOISE

120

David L. Winstead  
Secretary

Parker F. Williams  
Administrator

August 12, 1996

Mr. Thomas Knestout  
1322 Willow Springs Road  
Catonsville MD 21228

Dear Mr. Knestout:

This letter is to follow up a certified letter that was sent to you in mid July but not claimed. The State Highway Administration wants to make sure that all of the property owners affected by the proposed noise abatement project are contacted. The following is the content of the certified letter:

I am writing to bring you up to date on the status of the proposed noise abatement project to be constructed along the Baltimore Beltway (I-695) between US 40 and I-70. The State Highway Administration requires that any right-of-way needed for the placement of noise walls, along with any utility relocation, drainage and construction easements required for construction of the noise walls be made available at no cost to the State. In May of this year we made initial contacts with several property owners on Woodbridge Circle and learned that they could not agree to donate the required right-of-way. The State Highway Administration regrets that due to our inability to obtain the needed right-of-way donations, that the proposed noise abatement wall will not be constructed on the Outer Loop of I-695 from North of Crosby Rd. toward I-70 for a distance of 1000 feet. A community meeting was held on June 27, at the Emmanuel Lutheran Church to discuss the details of this situation.

In the future when this area of the beltway is expanded the construction of this portion of the noise barrier will be reassessed.

We are sorry for any inconvenience this issue may cause. If you have any questions please call our Project Manager, Mr. Fred Eisen at 545-8598.

Sincerely,

S/CBA

Charles B. Adams,  
Director  
Office of Environmental Design

CBA/FAE  
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My telephone number is \_\_\_\_\_

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**Maryland Department of Transportation**  
**State Highway Administration**

#1220

122

David L. Winstead  
Secretary

Parker F. Williams  
Administrator

November 25, 1996

Mr. Raj Lal  
ASNR Consultants  
3308 Lottsford Vista Road  
Mitchellville MD 20721

Dear Mr. Lal:

The following answers your questions raised in your call to this office on November 18, 1996 regarding the State's plans for noise barriers adjacent to Linwood Court. The location approval for the widening of MD 450 from Seabrook Rd. to MD 193 was signed in November of 1991. The environmental documents suggest that, at the time, Oakbrook Place did not exist. Also there were no residences on Linwood Court that would be within the impact threshold of 66 dBA in the design year of 2015. We have no plans for the construction of noise barriers at this location.

The following answers your second call of 11/21/96 regarding future noise levels at the new subdivision pending approval (parcel 38 on tax map #44, Grid F3). The projected year 2015 noise contour of 66 dBA for the north side of MD 450 is approximately 90' from the project center line or 35' from the edge of the proposed shoulder, adjacent to Linwood Court (station 87+00 L), and increases to approximately 100' from the project center line or 50' from the edge of the proposed shoulder 400' East (station 93+00 L).

If you have any further questions regarding this information please feel free to call Mr. Jim Hade of this office at 410-545-8599.

Sincerely

Charles B. Adams, Director  
Office of Environmental Design

Post-it™ Fax Note	7671	Date	12/02/96	# of pages	1
To	RAJ LAL	From	JIM HADE		
Co./Dept.		Co.	SHA OED		
Phone #	301 459 4087	Phone #	410 545 8599		
Fax #	459 7320	Fax #	410 333 4126		

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation**  
**State Highway Administration**

1221  
#1000 - BA  
David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

123

September 9, 1996

Edward C. Lambdin, C.P.A.  
8213 Ruxton Crossing Court  
Towson MD 21204

Dear Mr. Lambdin:

Thank you for your recent letter to former Administrator Hal Kassoﬀ about noise abatement for the Ruxton Crossing community. I regret any misunderstanding that may have arisen when you spoke to staff in our Environmental Design office. A noise monitoring study had been conducted in your community this past February, and it was the results of that analysis which we intended to send to you shortly after your telephone conversation in May. Please accept our apology for not getting this information to you at that time.

Results of the study show that the current noise levels measured in your community do not reach the impact threshold at which abatement could be considered. The Ruxton Crossing community was built after the beltway and could only be eligible for noise barrier consideration if the beltway is expanded sometime in the future.

While the State Highway Administration's (SHA) plans to further expand the beltway adjacent to your community have not been scheduled because construction funds are not available, certain preliminary work has been performed. This included environmental studies which identified Ruxton Crossing as an area to be studied to determine if noise abatement would be warranted when the beltway is widened. That analysis would be conducted once we begin to design the proposed beltway improvements. Our Office of Environmental Design will contact you once we reach that stage.

Thank you again for your letter. If you have any questions regarding the results of the noise study conducted this past February, please feel free to call Mr. Charles Adams, our Director of Environmental Design, at (410) 545-8640.

Sincerely,

Parker F. Williams  
Administrator

Enclosure

cc: The Honorable Robert Ehrlich, Congressman, U.S. House of Representatives  
Mr. Charles B. Adams, Director, SHA

My telephone number is \_\_\_\_\_

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation  
State Highway Administration**

124

Binder

David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

November 14, 1996

Ms. Carol Leary  
3698 Double Rock Lane  
Parkville MD 21234

Dear Ms. Leary:

Thank you for contacting our office to request that a noise barrier be constructed along the Baltimore Beltway (I-695), near the Double Rock community.

When we receive requests for noise barriers, each community is evaluated against criteria that include: whether the homes predate the highway, whether the noise levels equal or exceed an impact threshold of 66 decibels (dBA), and whether an effective noise barrier can be constructed for a reasonable cost.

As you may already know, the State Highway Administration (SHA), has future plans to extend the Beltway near your community. Currently, this work is on hold because construction funds are not available. However, preliminary work that included environmental studies, has been performed. Results of the environmental evaluations identified the Double Rock community as an area to be further studied for noise abatement eligibility when the Beltway is widened. This analysis will be conducted once we advance to the design phase of the proposed Beltway improvements. A representative from my staff will contact you to schedule additional noise monitoring studies once we reach that stage.

In the meantime, if you have any questions regarding this matter, please feel free to contact Shawn Newson, of our Noise Abatement Team. Shawn can be reached at (410)545-8600.

Sincerely,

Charles B. Adams

Director  
Office of Environmental Design

cc: Noise Abatement Team

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Re 1151

Rob. West

3644 Double Rock Lane

---

Ms. Carol Leary  
Page Two

bcc: Mr. Dave Malkowski, District Engineer, State Highway Administration



**Maryland Department of Transportation  
State Highway Administration**

127

#1222

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

July 2, 1996

Mr. Bruce I. Levine  
Project Manager  
M. Leo Storch Management Corporation  
Commercentre East Suite 355  
1777 Reisterstown Road  
Baltimore, MD 21208

Dear Mr. Levine:

Thank you for your letter of June 12, concerning the proposed noise barrier along I-95 between US 50 and MD 450. The State Highway Administration is in the very early stages of this proposed noise barrier. We are surveying the area in order to perform a noise analysis and to facilitate the design of the noise barrier. As of this date the location of the proposed noise barrier has not been determined. We understand your concern about the visibility of the shopping center and will endeavor to keep as much of that visibility as possible while providing an effective noise barrier for the community. We will keep you informed as the wall location is developed. In the meantime, if you have any questions please contact the Project Manager, Mr. Fred Eisen at (410) 545-8598

Sincerely,

Charles B. Adams, Director  
Office of Environmental Design

FAE/CBA  
i95stor2.doc

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation  
State Highway Administration**

#1223 128

David L. Winstead  
Secretary

Parker F. Williams  
Administrator

November 26, 1996

Ms. Jamie Linnehen  
3663 Rock Berry Road  
Parkville MD 21234

Dear Ms. Linnehen:

Thank you for contacting our office to request that a noise barrier be constructed along the Baltimore Beltway (I-695), near the Double Rock community.

When we receive requests for noise barriers, each community is evaluated against criteria that include: whether the homes predate the highway, whether the noise levels equal or exceed an impact threshold of 66 decibels (dBA), and whether an effective noise barrier can be built for a reasonable cost.

As you may already know, the State Highway Administration (SHA), has future plans to expand the Beltway near your community. Currently, this work is on hold because construction funds are not available. However, preliminary work that included environmental analyses, has been performed. Results of the environmental evaluations identified the Double Rock community as an area to be further studied for a noise barrier when the Beltway is widened. The analysis will be conducted once we advance to the design phase of the proposed highway improvements. A representative from our office will contact you to schedule additional noise measurements once we reach that stage.

In the meantime, if you have any questions, please feel free to contact Shawn Newson, of our Noise Abatement Team at (410) 545-8600.

Sincerely,

Charles B. Adams

Director

Office of Environmental Design

cc: Noise Abatement Team

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



129

Ms. Jamie Linnehen  
Page Two

bcc: Mr. Dave Malkowski, District Engineer, State Highway Administration



**Maryland Department of Transportation**  
**State Highway Administration**

Noise Team

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

June 17, 1996

Mrs. Lori Long  
Ruxton, Riderwood, Lake Roland  
Community Association  
Post Office Box 204  
Riderwood MD 21139

Dear Mrs. Long:

Linda Singer, of our District 4 staff, told me she made a presentation recently to your community association regarding the Beltway widening project. She also mentioned that people representing several communities within the association asked about possible noise barriers east of the widening project.

We would like to bring you up-to-date on the status of those barriers and the areas which, regrettably, do not qualify. Going east from Falls Road (MD 25):

- ♦ Thornton Road to the I-83 northbound ramp (Adcock Road and Kellogg Road) on the outer loop; and Alston Road to Jeffers Court (Light Rail tracks) on the inner loop -- the barrier is currently under construction; estimated completion is September 1996;
- ♦ Charles Street to York Road (inner and outer loops) -- notice to proceed was given to the contractor April 1996; estimated completion is August 1997;
- ♦ Joppa Road overpass to Thornton Road (east of Trinity Assembly of God) adjacent to the Seminary Ridge development on the outer loop; Village Green community (protecting Carrbridge Circle and Barrow Court) on inner loop -- the Department of Transportation recently made a commitment for a barrier in this approximate location; design will begin in FY 97 and we hope to begin construction in FY 98, though the precise limits, the funding agreement with Baltimore County, and the right-of-way issues all need to be worked out;
- ♦ Light Rail tracks to Charles Street (inner and outer loops) -- no barrier planned at this time; however, the area may receive further consideration as part of any future Beltway widening; and

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

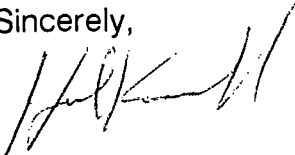
**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**  
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

Mrs. Lori Long  
June 17, 1996  
Page Two

- ♦ Sunset Knolls Court (inner loop) -- does not qualify for a barrier as it is a new residential development.

We hope this information is helpful. If you have any further questions about construction or the Beltway widening, please feel free to contact Linda at (410) 321-2203. Charles Adams, director of our Office of Environmental Design, can address any concerns you may have regarding sound barriers. He may be reached at (410) 545-8640.

Sincerely,



Hal Kassoff  
Administrator

cc: The Honorable James Campbell  
The Honorable Barbara Hoffman  
The Honorable Maggie McIntosh  
The Honorable Samuel "Sandy" Rosenberg  
Mr. Charles B. Adams  
Mr. David J. Malkowski  
Mrs. Linda Singer  
Secretary David L. Winstead





**Maryland Department of Transportation  
State Highway Administration**

133

# 1137 ~ NO  
David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

July 3, 1996

Mr. Edward Maiolatesi  
7340 Guilford Road  
Clarksville, Maryland 21029

Dear Mr. Maiolatesi:

Thank you for contacting our office about the noise from MD 32, near your home.

The State Highway Administration will be conducting a noise monitoring study along the MD 32 corridor. The study will consist of short-term (20 minute intervals), and 24-hour measurements at various residences along the highway. A measurement at your home will be included in this study. We anticipate initiating this work near the end of July. A representative from our office will contact you to let you know exactly when this work will start.

In the meantime, if you have any questions, please feel free to call me at (410)545-8600.

Sincerely,

Shawn Newson  
Office of Environmental Design  
Noise Abatement Team

cc: file #1137

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation**  
**State Highway Administration**

134

#1140-AA

David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

August 27, 1996

Mr. Steve Mihaly  
2590 Bell Creek Drive  
Davidsonville MD 21035

Dear Mr. Mihaly:

Thank you for contacting our office about the highway traffic noise from US 50, near your home at the Lake of the Pines community. I would like to explain a little about our two noise abatement programs and how each relates to your community.

Noise abatement projects are classified as either Type II or Type I projects. Those which fall into the Type II program involve the construction of noise barriers at locations where the highway was built before environmental analysis became a requirement of the highway development process. Communities must predate that original highway to be eligible for this program. These are stand-alone projects that consist solely of noise barrier construction. The Lake of the Pines community is not eligible for noise abatement under the Type II program because the homes were built after the original construction of US 50.

Type I noise abatement projects on the other hand, are those which are built in conjunction with new roadway construction or expansion of existing highways. Noise barriers are included when an environmental impact analysis, conducted during the highway planning process determines that noise levels will approach or exceed an impact threshold of 67 decibels (dBA), and that noise levels can be reduced for a reasonable cost. Noise levels must exceed the impact threshold and the homes must predate the approval date of the highway.

When the Federal Highway Administration gave its location approval for the US 50 improvements, the Lake of the Pines sub-division had not been constructed, and therefore was not included in the environmental analysis. Additionally, noise measurements conducted during the environmental analysis in the vicinity of Rutland Road found that the current noise levels, nor those predicted for design year 2005, would reach the impact threshold. This can be attributed to the distance of the homes on Bell Creek Drive from the highway. Noise barriers are most effective when the impacted homes are within 100-200 feet from the highway. In view of this information, noise barriers were not proposed for inclusion with the highway project.

My telephone number is \_\_\_\_\_

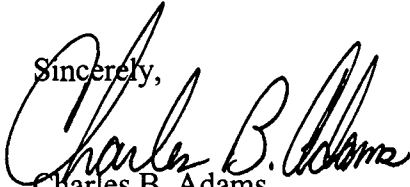
Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

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**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

Mr. Steve Mihaly  
Page Two

I regret that I am unable to offer a positive response to your request. However, if you would like to discuss this matter further, please feel free to contact Shawn Newson of our Noise Abatement Team at (410)545-8600.

Sincerely,

A handwritten signature in cursive script, appearing to read "Charles B. Adams".

Charles B. Adams

Director  
Office of Environmental Design

cc; Noise Abatement Team  
file #1140



**Maryland Department of Transportation  
State Highway Administration**

#517

136

David L. Winstead  
Secretary

Parker F. Williams  
Administrator

November 4, 1996

Ms. Claudia Mouery, Correspondent  
Beltway Committee  
8711 Jenifer Road  
Baltimore MD 21234-2707

Dear Ms. Mouery:

I have enclosed copies of the Noise Analysis and Mitigation Evaluation (Volumes I & II), prepared by Skelly and Loy, Inc. Specifically, two (2) copies of Vol. I, the main report, and one (1) copy of the Appendix (Volume II) which is back up data for Volume I. As stated at the recent community meeting, the current schedule for this project is as follows: Bid Opening; January 20, 1997, Notice to Proceed; June 1, 1997, and Construction initiation; June, 1997. When you share this information, please note that the scheduled dates are anticipated and subject to change as the project progresses. I will make an effort to keep you aware of any changes or delays in this process.

Also, our review of the project plans showed that we will only require Fee Take from the Arnolia United Methodist Church. Also, property Right-of Way negotiations have been scheduled and will begin November 4, 1996.

I want to thank you for your support and patience in bringing this project to fruition. If you have any questions about the project, please do not hesitate to call me at (410) 545-8601.

Sincerely,

Kenneth Polcak  
Environmental Specialist  
Noise Abatement and Design Analysis

Enclosure

cc: Noise Abatement Team

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

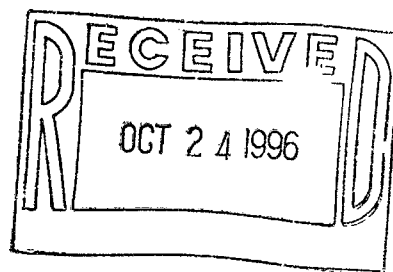
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



*Cromwood, Coventry  
Community Association*

137

October 22, 1996



Kenneth D. Polcak  
Environmental Specialist  
Office of Environmental Design  
707 N. Calvert Street  
Baltimore, MD 21202

Dear Ken,

The first thing I wish to do is to express the gratitude of our committee and neighbors for the meeting held this past Monday evening. We are all very glad that Mr. Adams and the other people involved in the project to build OUR barriers are keeping us informed.

At that meeting you stated that you could provide us with copies of the booklet prepared for State Highway Administration (SHA) by Skelly and Loy, Inc. in December, 1995. We have received copies of a couple maps and the computer images of the visual effect of the walls. I would appreciate your sending at least two (2) copies of this report to me.

It was announced at the meeting that the *Bid* will not be requested until January 20, 1997; the *Notice to Proceed* should happen on June 1, 1997 and *Construction* should begin by mid-June, 1997. So that we can share this information, we would like to have those statements written in response to this letter.

We were informed that a few homes will need to cooperate for a few feet of *Right-of-Way*, and others for *Construction Easement*. As we stated at the meeting, if you give us the addresses of the homes that will be affected, we will be glad to approach them on behalf of the community.

Once again we thank you for keeping us informed.

Sincerely,

Claudia A. Mouery, Correspondent  
Beltway Committee  
8711 Jenifer Road  
Baltimore, MD 21234-2707

CC: P. Williams, C. Adams, M. Klima, W. Kach, R. Erlich

for Claudia  
Murray United

No easements  
except

Arnolia

Property <sup>neg</sup> <sup>of</sup> <sup>it</sup>



**Maryland Department of Transportation**  
**State Highway Administration**

#517  
139

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

April 9, 1996

Claudia A. Mouery, Correspondent  
Beltway Committee  
Cromwood, Coventry, and Satyr Hill  
Community Association  
8711 Jenifer Road  
Baltimore MD 21234-2707

Dear Ms. Mouery:

I am happy to let you know that design for the noise abatement project from Loch Raven Boulevard to Perring Parkway has begun and is approximately one-third complete. We are designing the noise barriers so they can be located so as to accommodate the widening which we expect to occur in the future. This strategy will help protect residents from future construction noise, maintain protection from traffic noise during the widening, and save valuable tax dollars by our not having to abandon temporary foundations.

We expect to advertise this project in the Fall of 1996. If we do so, construction could begin in early 1997. We would then anticipate completing the project around the middle of 1998.

We are also progressing with the design of the I-695 project from US 40 to I-70, and expect to advertise it this June. Construction should begin in September, and it should be complete in the Spring of 1998.

As for future widening, there is no additional construction funding at this point so there are no construction schedules.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Ms. Claudia A. Mouery  
April 9, 1996  
Page Two

REC 740  
APR 12 1996  
Office of Environmental Design

We expect to give a notice to proceed on the Charles Street to York Road project by April 1. It has an anticipated completion date of Summer 1997. The projects listed below are currently under construction:

Project	Expected Completion Date
York to Dulaney Valley Road	Fall 1996
Thornton Road to Seminary Ave.	Spring 1997

I hope this information clarifies the issues you raised. Please feel free to call me or Charlie Adams if you have any further questions. Charlie can be reached at (410) 545-8640.

Sincerely,

  
Hal Kassoff  
Administrator

cc: Mr. Charles B. Adams  
Mr. James D. Hade  
Mr. David Malkowski



**Maryland Department of Transportation  
State Highway Administration**

David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

November 4, 1996

Ms. Claudia Mouery, Correspondent  
Beltway Committee  
8711 Jenifer Road  
Baltimore MD 21234-2707

Dear Ms. Mouery:

I have enclosed copies of the Noise Analysis and Mitigation Evaluation (Volumes I & II), prepared by Skelly and Loy, Inc. Specifically, two (2) copies of Vol. I, the main report, and one (1) copy of the Appendix (Volume II) which is back up data for Volume I. As stated at the recent community meeting, the current schedule for this project is as follows: Bid Opening; January 20, 1997, Notice to Proceed; June 1, 1997, and Construction initiation; June, 1997. When you share this information, please note that the scheduled dates are anticipated and subject to change as the project progresses. I will make an effort to keep you aware of any changes or delays in this process.

Also, our review of the project plans showed that we will only require Fee Take from the Arnolia United Methodist Church. Also, property Right-of Way negotiations have been scheduled and will begin November 4, 1996.

I want to thank you for your support and patience in bringing this project to fruition. If you have any questions about the project, please do not hesitate to call me at (410) 545-8601.

Sincerely,  
  
Kenneth Polcak  
Environmental Specialist  
Noise Abatement and Design Analysis

Enclosure

cc: Noise Abatement Team

My telephone number is \_\_\_\_\_

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1-800-735-2258 Statewide Toll Free

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

142  
Ms. Claudia Mouery  
Page Two

cc: Mr. Charles B. Adams, Office of Environmental Design,  
State Highway Administration  
Mr. Dave Malkowski, District Engineer, State Highway Administration





**Maryland Department of Transportation**  
**State Highway Administration**

SHW

144

#1132

NO

David L. Winstead  
Secretary

Parker F. Williams  
Administrator

August 15, 1996

Mr. Edward McCoy  
9594 Glen Oaks Lane  
Columbia, Maryland 21043

Dear Mr. McCoy:

I am writing to share with you the results of the noise monitoring study performed at your home, located near MD 32. A graph and chart which show the results of the test are enclosed for your information. Before we discuss the noise study, I would like to explain a little about how the noise abatement policy works.

Requests for noise barriers are evaluated against criteria that include: whether the noise levels approach or exceed an impact threshold of 67 decibels (Maryland defines approach as 66 dBA), whether the homes predate the highway, and whether an effective noise barrier can be built for a reasonable cost.

Two 24-hour noise measurements were taken at your home. One meter was placed on the upper deck, and the second meter was positioned in the back yard. The graph and chart represent the noise levels measured at both locations. On the graph, the Leq line (also called the equivalent sound level), represents the average noise level for each hour of the test period. The impact threshold is shown as the horizontal line labeled 67 dBA. The highest levels occurred during the morning and evening rush: between 6:00 AM - 9:00 AM, and again from 4:00 PM - 6:00 PM. During these "peak hours" noise levels ranged from 60-65 dBA, and remained below the impact threshold throughout the entire test period.

The noise levels measured at your home were just slightly higher than those taken this past spring at the home of Mr. Adrian Irby. The results from the test at Mr. Irby's home are also attached. Overall, both measurements represent the existing noise levels in the community. In view of the results of the noise study, we cannot consider your community for noise barrier consideration. Additionally, given that most of the homes on Glen Oaks Lane were constructed after MD 32, we would not be able to offer noise abatement even if the noise levels did reach the impact threshold.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

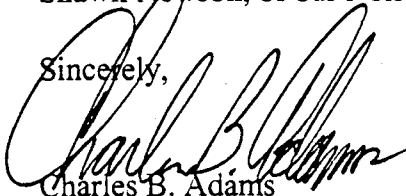
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



Mr. Edward McCoy  
August 13, 1996  
Page Two

However, if you have any questions regarding this information, please feel free to call Shawn Newson, of our Noise Abatement Team. Shawn is available at (410)545-8600.

Sincerely,



Charles B. Adams

Director  
Office of Environmental Design

Enclosure

cc: Mr. Adrian Irby  
Ms. Diane Wilson

# 24 - HOUR NOISE MONITORING STUDY

## 9594 GLEN OAKS LANE

### McCOY RESIDENCE

Chart displays the hourly Leq  
Date of noise measurement: July 24-25, 1996

#### LOCATION: UPPER LEVEL DECK

TIME	Leq(dBA)
12NOON	62
1:00 PM	63
2:00 PM	63
3:00 PM	63
4:00 PM	64
5:00 PM	65
6:00 PM	64
7:00 PM	64
8:00 PM	63
9:00 PM	62
10:00 PM	61
11:00 PM	62
12MIDNIGHT	59
1:00 AM	58
2:00 AM	57
3:00 AM	56
4:00 AM	57
5:00 AM	60
6:00 AM	63
7:00 AM	64
8:00 AM	65
9:00 AM	64
10:00 AM	62
11:00 AM	62

#### LOCATION: BACK YARD

TIME	Leq(dBA)
12NOON	61
1:00 PM	62
2:00 PM	62
3:00 PM	62
4:00 PM	63
5:00 PM	64
6:00 PM	63
7:00 PM	62
8:00 PM	62
9:00 PM	61
10:00 PM	61
11:00 PM	62
12MIDNIGHT	58
1:00 AM	57
2:00 AM	56
3:00 AM	55
4:00 AM	57
5:00 AM	59
6:00 AM	62
7:00 AM	63
8:00 AM	64
9:00 AM	63
10:00 AM	61
11:00 AM	62

# 24 - HOUR NOISE MONITORING STUDY

147

9594 GLEN OAKS LANE  
McCOY RESIDENCE

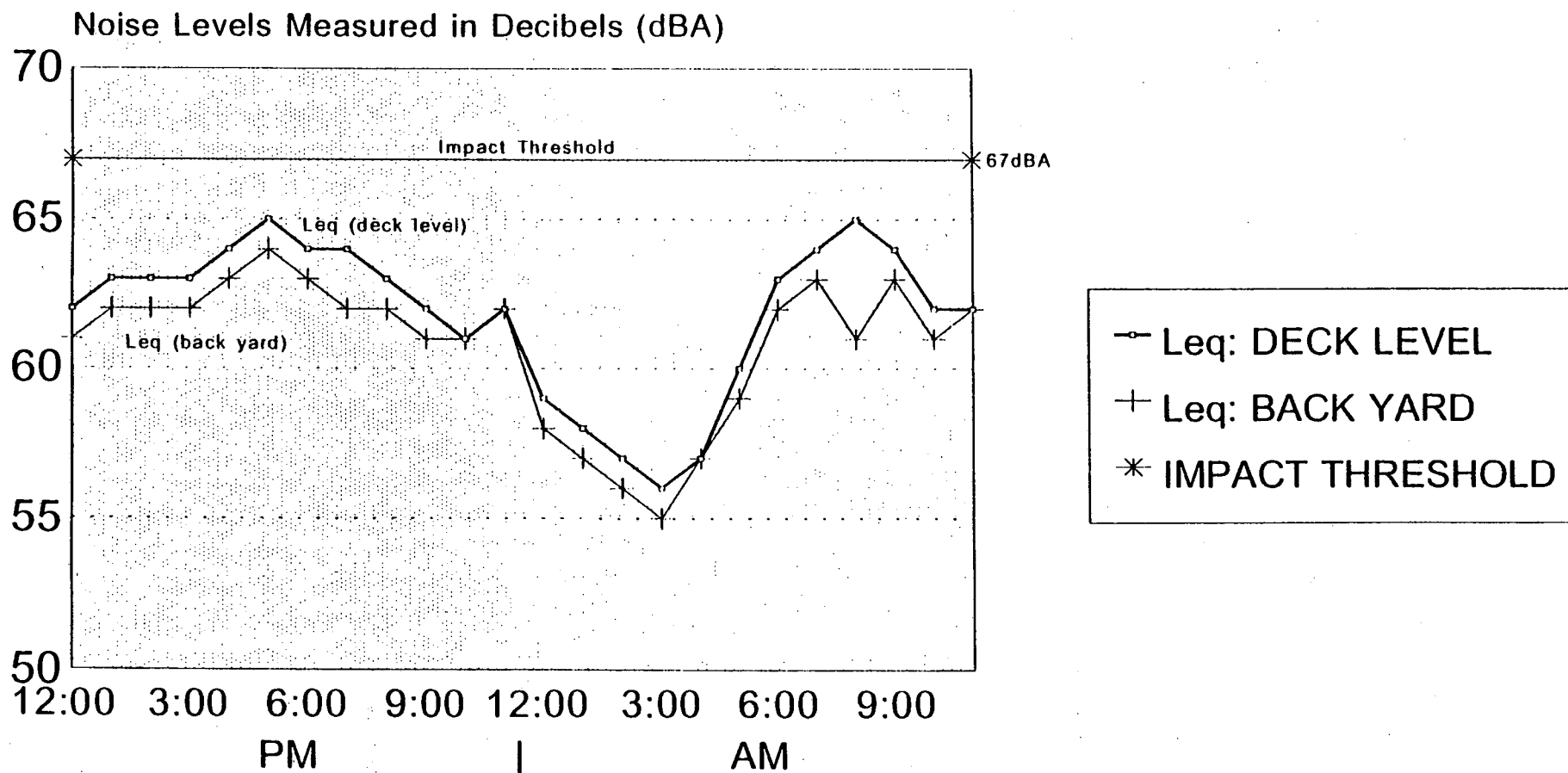


Chart Displays the Hourly Leq

DATE OF NOISE STUDY: JULY 24-25, 1996

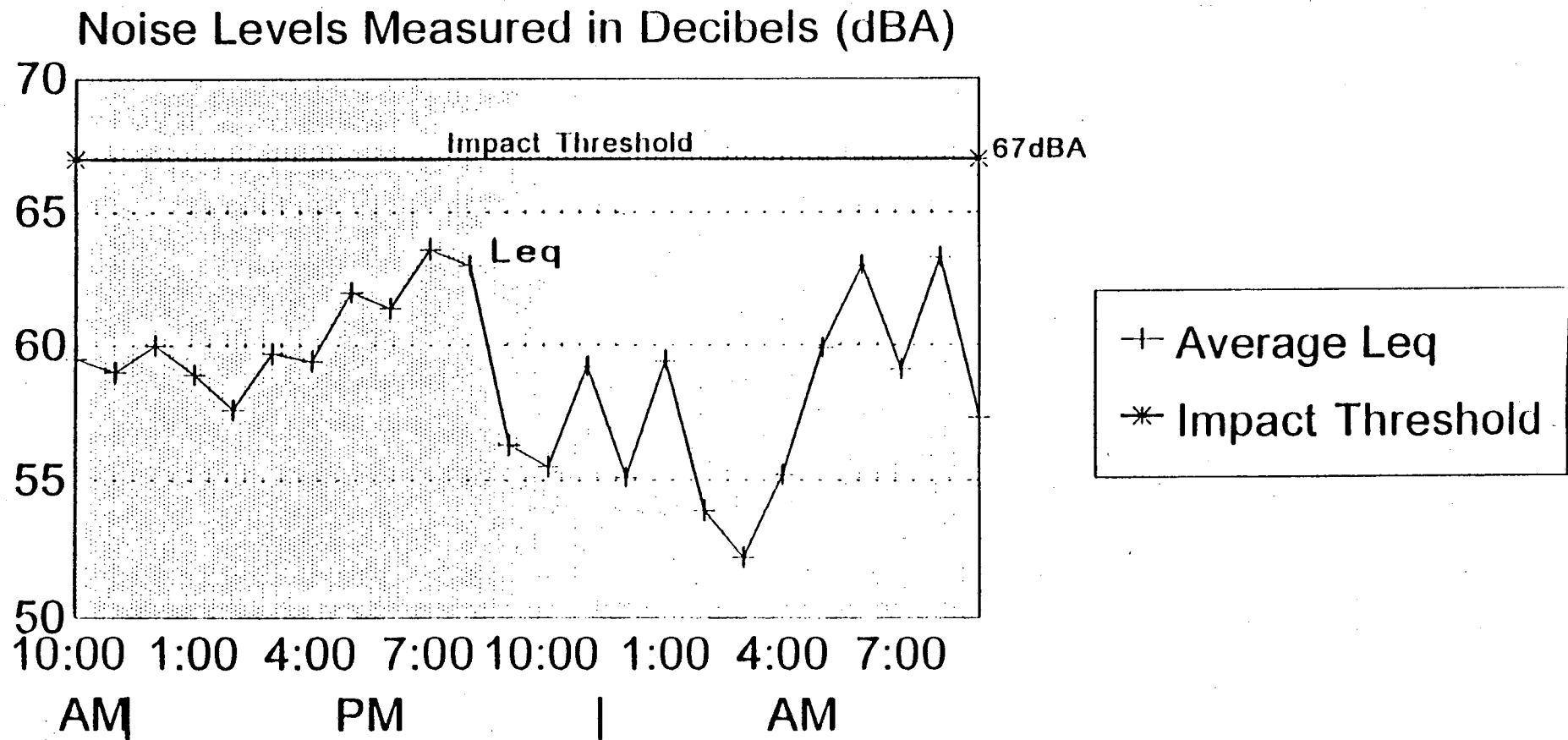
MD 32

1456

# 24 - HOUR NOISE MONITORING STUDY

## 9585 GLEN OAK ROAD

### IRBY RESIDENCE



Graph Displays the Average Hourly Leq

MAY 21-22, 1996

MD 22



**Maryland Department of Transportation**  
**State Highway Administration**

149 #1141  
↓ BA  
David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

October 29, 1996

Ms. Kathy Villani-McGahey  
901 Essex Square  
Baltimore MD 21221

Dear Ms. Villani-McGahey:

I am writing to let you know the results of the noise monitoring analysis recently performed at your home located near MD 702. A chart and graph which illustrates the results have been included for your information. Before discussing the results of the analysis, I would like to explain a little about our noise abatement criteria and noise analysis procedures.

Communities requesting noise barriers are evaluated against criteria that include: whether the homes predate the highway, whether the noise levels equal or exceed an impact threshold of 66 decibels (dBA), and whether an effective noise barrier can be constructed for a reasonable cost.

The noise measurement procedure involved monitoring the noise level on your property for a total test period of 24-hours. The noise was measured in continuous 20-minute intervals, and the data was then combined and averaged to give us an hourly noise level for each hour of the day and night (see Exhibit 1). As you can see, there were several time intervals during which it was suspected that noise from sources other than traffic on MD 702 produced a higher than normal level. There are several factors which support this conclusion. From our years of experience in monitoring traffic noise, we have found that while noise levels vary hour-to-hour, there is always a general trend demonstrated; that the variation in level changes gradually and generally corresponds to traffic conditions (the number of vehicles and their speed). When extremely large deviations from this trend are recorded, it is due to noise from another source, or an unusual event. Unfortunately, because the noise monitor is basically unattended for the majority of the testing period, we are not able to identify this "non-highway" noise source, but its influence is apparent. In this location, such influence is possible from the local street traffic (on Essex Square and Essex Avenue), or from aircraft flyovers from nearby Martin State Airport. In the data analysis, the intervals during which these "non-highway" noise events occurred are excluded. The results are shown on the graph labeled Exhibit 2. Noise levels attributable to MD 702 ranged from 52-61 dBA.

My telephone number is \_\_\_\_\_

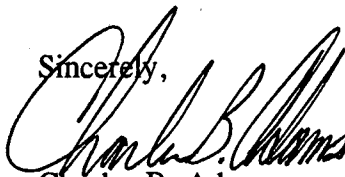
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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

150  
Ms. Kathy Villiani-McGainey  
Page Two

While the noise levels at your home do not equal or exceed the impact threshold of 66 dBA, we will include your community as part of a noise analysis to be performed along the MD 702 corridor. A representative from our Noise Abatement Team will contact you within the next two weeks to schedule a timeframe for this work. In the meantime, if you have any questions regarding this information, please feel free to contact Shawn Newson, at (410) 545-8600.

Sincerely,



Charles B. Adams

Director

Office of Environmental Design

cc: Ms. Rosa Lee Hudson  
Ms. Henrietta Fraley  
Noise Abatement Team

# 24 - HOUR NOISE MONITORING ANALYSIS

901 ESSEX SQUARE  
MCGAINEY RESIDENCE

Chart displays the hourly Leq

Date of noise measurement: September 30 - October 1, 1996

LOCATION: Front Yard

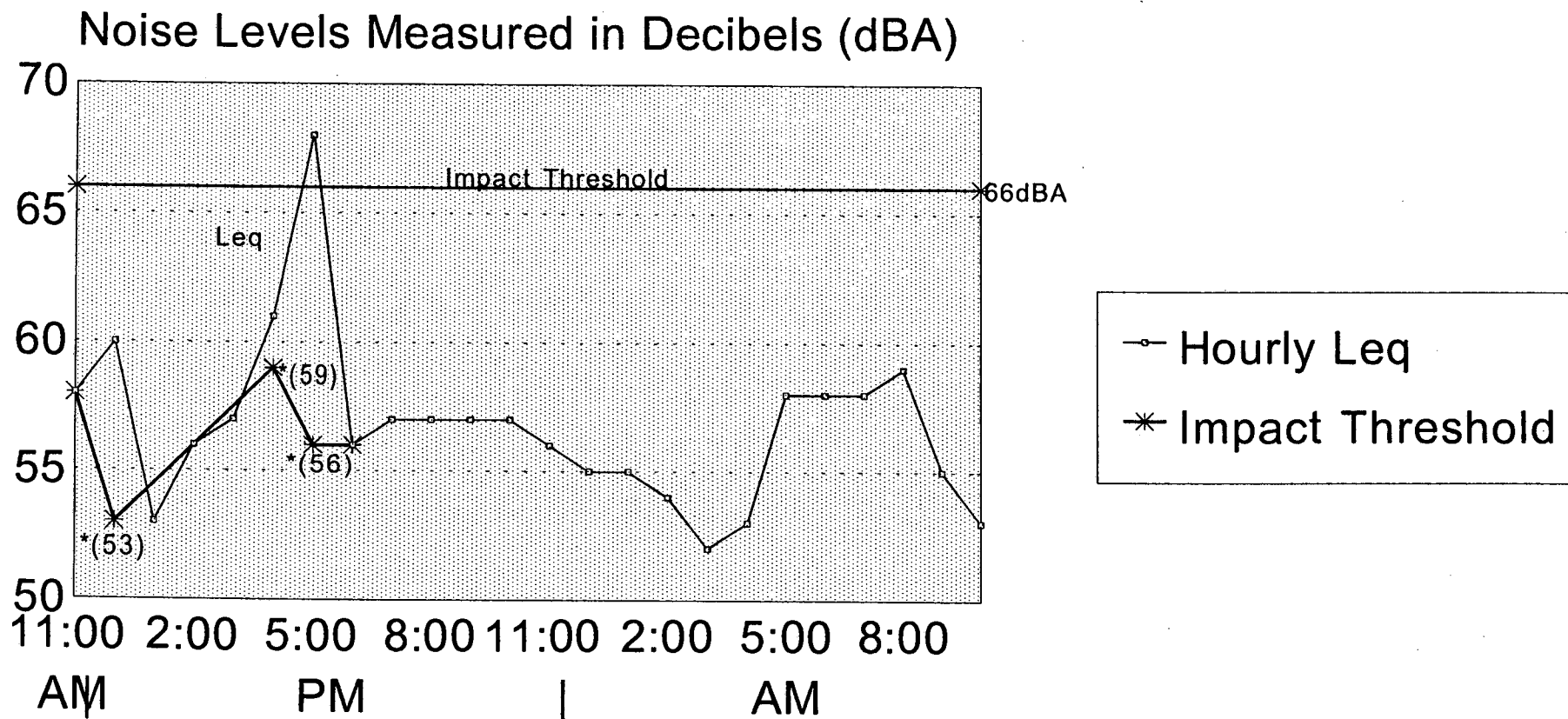
TIME:	Leq(dBA)	
11:00 AM	58	
12:00 Noon	60	*(53)
1:00 PM	53	
2:00 PM	56	
3:00 PM	57	
4:00 PM	61	*(59)
5:00 PM	68	*(56)
6:00 PM	56	
7:00 PM	57	
8:00 PM	57	
9:00 PM	57	
10:00 PM	57	
11:00 PM	56	
12:00 Midnight	55	
1:00 AM	55	
2:00 AM	54	
3:00 AM	52	
4:00 AM	53	
5:00 AM	58	
6:00 AM	58	
7:00 AM	58	
8:00 AM	59	
9:00 AM	55	
10:00 AM	53	

Note: \* Includes suspected influence from non-highway noise source(s).  
Noise level in Parentheses ( ) is without non-highway noise.

# 24 - HOUR NOISE MONITORING ANALYSIS

901 ESSEX SQUARE  
McGAINEY RESIDENCE

152



Graph Displays the Highest Hourly Leq

Date of Measurement: 9/30-10/1, 1996

MD 702  
EXHIBIT 2



Ms. Kathy Villiani-McGainey  
Page Three

bcc: Mr. Dave Malkowski, District 4



**Maryland Department of Transportation**  
**State Highway Administration**

Shawn

154

David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

August 16, 1996

Ms. Kathy Villani-McGaine  
901 Essex Square  
Baltimore, Maryland 21221

Dear Ms. Villani-McGaine:

Thank you for contacting our office about the highway traffic noise from MD 702 near your home.

When we receive requests for noise barriers, each community is evaluated against criteria that include: whether the noise levels approach or exceed an impact threshold of 67 dBA, whether the homes predate the highway, and whether an effective noise barrier can be constructed. We will need to conduct a noise monitoring study as part of our evaluation to determine if the community is eligible for noise abatement consideration. Shawn Newson, of our Noise Abatement Team will contact you within the next 30 days to schedule a timeframe for this work.

In the meantime, if you have any questions, please feel free to call Shawn at (410)545-8600.

Sincerely,

Charles B. Adams

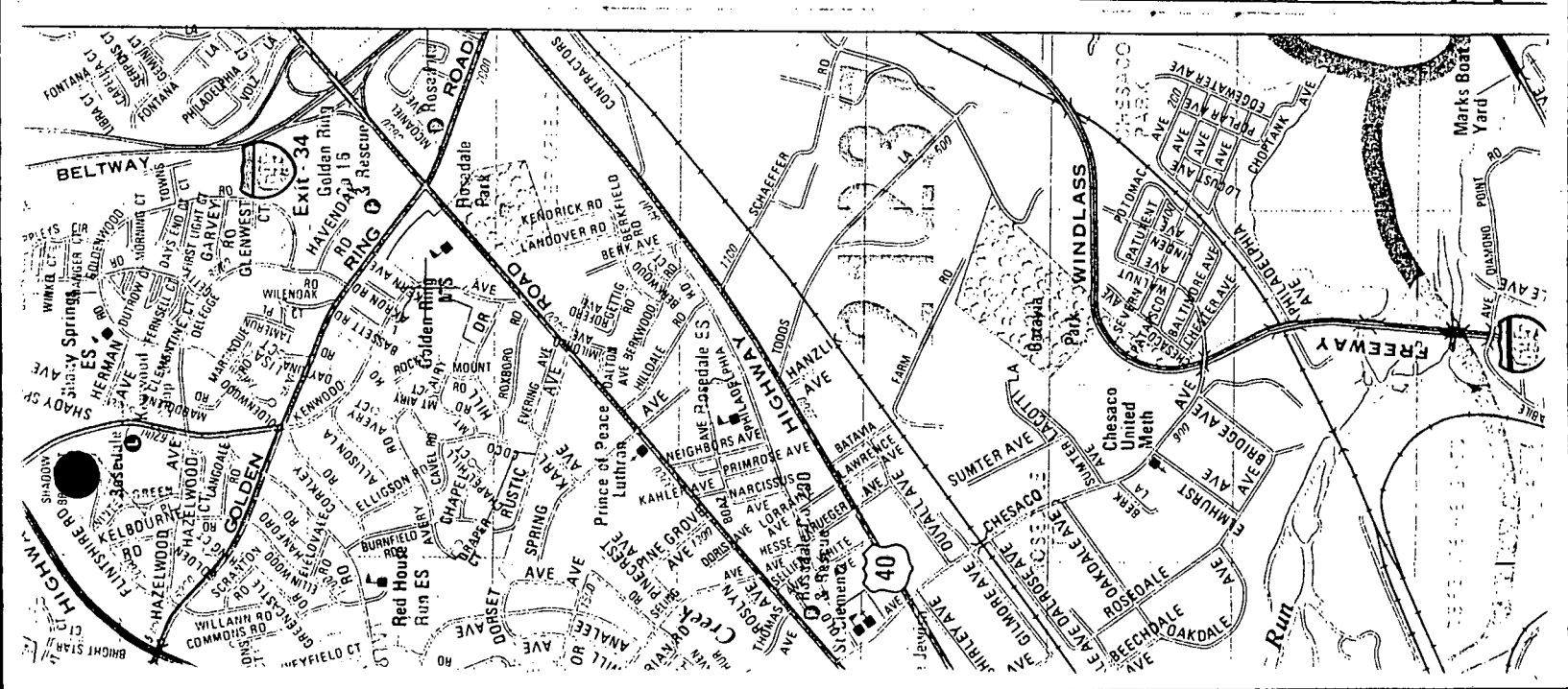
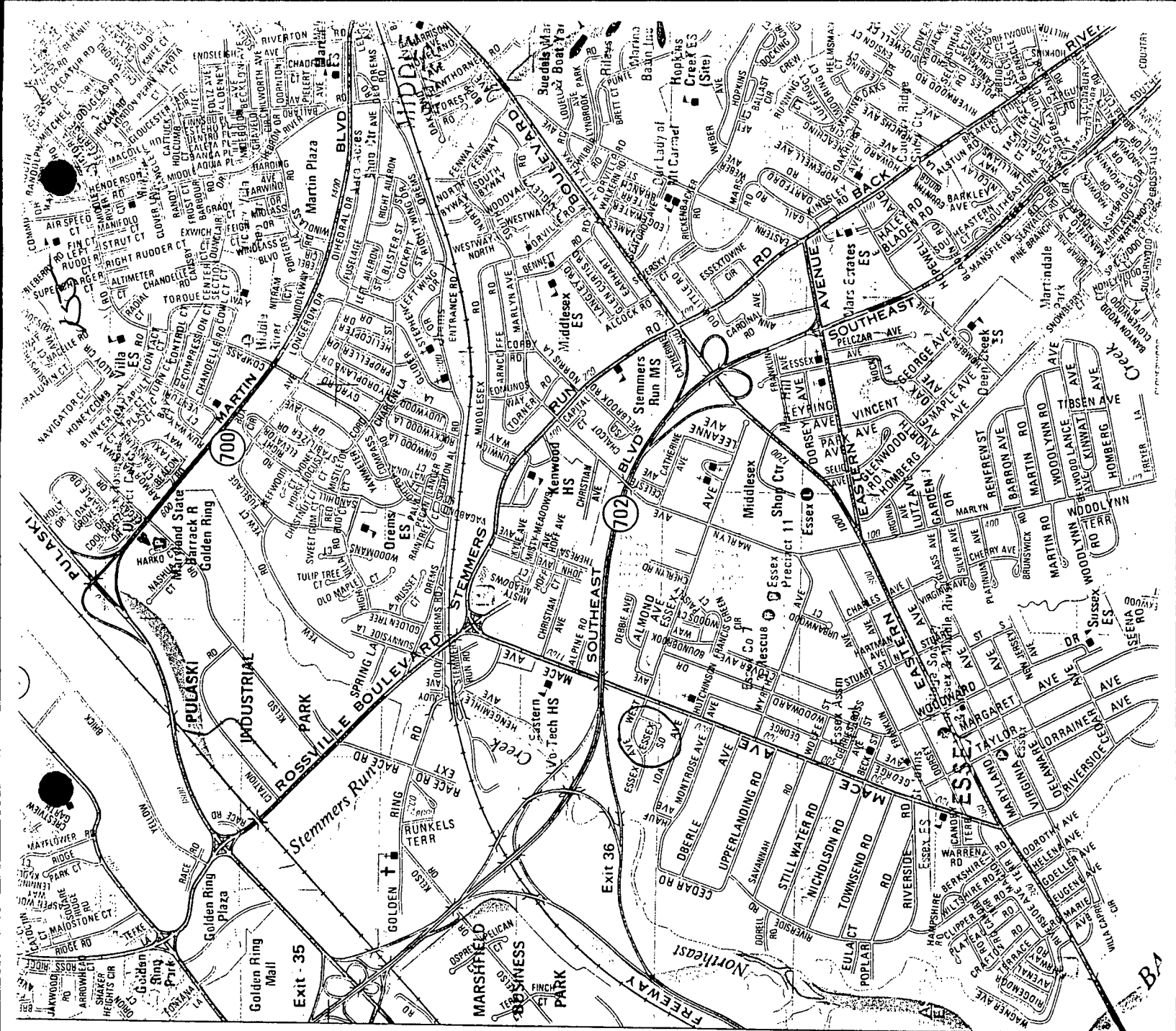
Director  
Office of Environmental Design

cc: Noise Abatement Team  
file #1141

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202









**Maryland Department of Transportation  
State Highway Administration**

#1224

Binder

158

David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

November 7, 1996

Ms. Martha O'Brien  
3690 Double Rock Lane  
Parkville MD 21234

Dear Ms. O'Brien:

Thank you for contacting our office to request that a noise barrier to be constructed along the Baltimore Beltway (I-695), near the Double Rock community.

When we receive requests for noise barriers, each community is evaluated against criteria that include: whether the homes predate the highway, whether the noise levels equal or exceed an impact threshold of 66 decibels (dBA), and whether an effective noise barrier can be constructed for a reasonable cost.

As you may already know, the State Highway Administration (SHA), has future plans to expand the Beltway near your community. Currently, this work is on hold because construction funds are not available. However, preliminary work that included environmental studies, has been performed. Results of the environmental evaluations identified the Double Rock community as an area to be further studied for noise abatement eligibility when the Beltway is widened. This analysis will be conducted once we advance to the design phase of the proposed Beltway improvements. A representative from my staff will contact you to schedule additional noise monitoring studies once we reach that stage.

In the meantime, if you have any questions regarding this matter, please feel free to contact Shawn Newson, of our Noise Abatement Team. Shawn can be reached at (410) 545-8600.

Sincerely,

Charles B. Adams

Director

Office of Environmental Design

cc: Noise Abatement Team

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
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Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

bcc: Mr. Dave Malkowski, District Engineer, State Highway Administration







**Maryland Department of Transportation**  
**State Highway Administration**

161

#1116-AA

David L. Winstead  
Secretary

Parker F. Williams  
Administrator

September 3, 1996

Mr. Wayne Pahl  
512 Heath Avenue  
Linthicum, Maryland 21090

Dear Mr. Pahl:

I am writing to let you know the results of the noise monitoring study conducted at your home located near the I-295/I-695 interchange, in the Linthicum Heights community. A graph and chart that illustrate the results of the study are included for your reference. Before discussing the results, I would like to explain a little about our noise abatement program and how it works.

When we receive requests for noise barriers, each community is evaluated against criteria that include: whether the homes predate the highway, whether noise levels equal or exceed an impact threshold of 66 decibels, and whether an effective noise barrier could be built for a reasonable cost. If the residences predate the highway, further analysis is done to assess whether the area meets the other eligibility requirements.

On the graph, the Leq line (also called the equivalent sound level), represents the average noise level for each hour of the test period. The impact threshold is shown as the horizontal line labeled 66 dBA. Noise levels at your home measured from 60-70 (dBA). The highest levels occurred between the hours of 2:30 PM - 5:30 PM, and again from 6:30 AM - 8:30 AM. Noise levels were below the impact threshold during the late night and early morning between the hours of 10:30 PM - 4:30 AM.

An earlier noise monitoring study was conducted in your community in 1989. Results of this study found that the noise levels did not exceed the impact threshold. Also, it was determined that the cost to construct a noise barrier would exceed our maximum expenditure of \$40,000 per residence. Given this data, the area was considered ineligible for noise abatement. However, in view of the recent study conducted at your home, a re-analysis of the community will be scheduled to determine if additional homes are experiencing noise levels at 66 dBA. Shawn Newson, of our Noise Abatement Team will contact you within the next 30 days to schedule a timeframe for this work.

My telephone number is \_\_\_\_\_

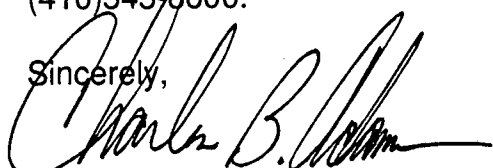
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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Wayne Pahl  
Page Two

In the meantime, if you have any questions, please feel free to call Shawn at (410) 545-8600.

Sincerely,

A handwritten signature in black ink, appearing to read "Charles B. Adams". The signature is fluid and cursive, with a large initial "C" and "A".

Charles B. Adams  
Director  
Office of Environmental Design

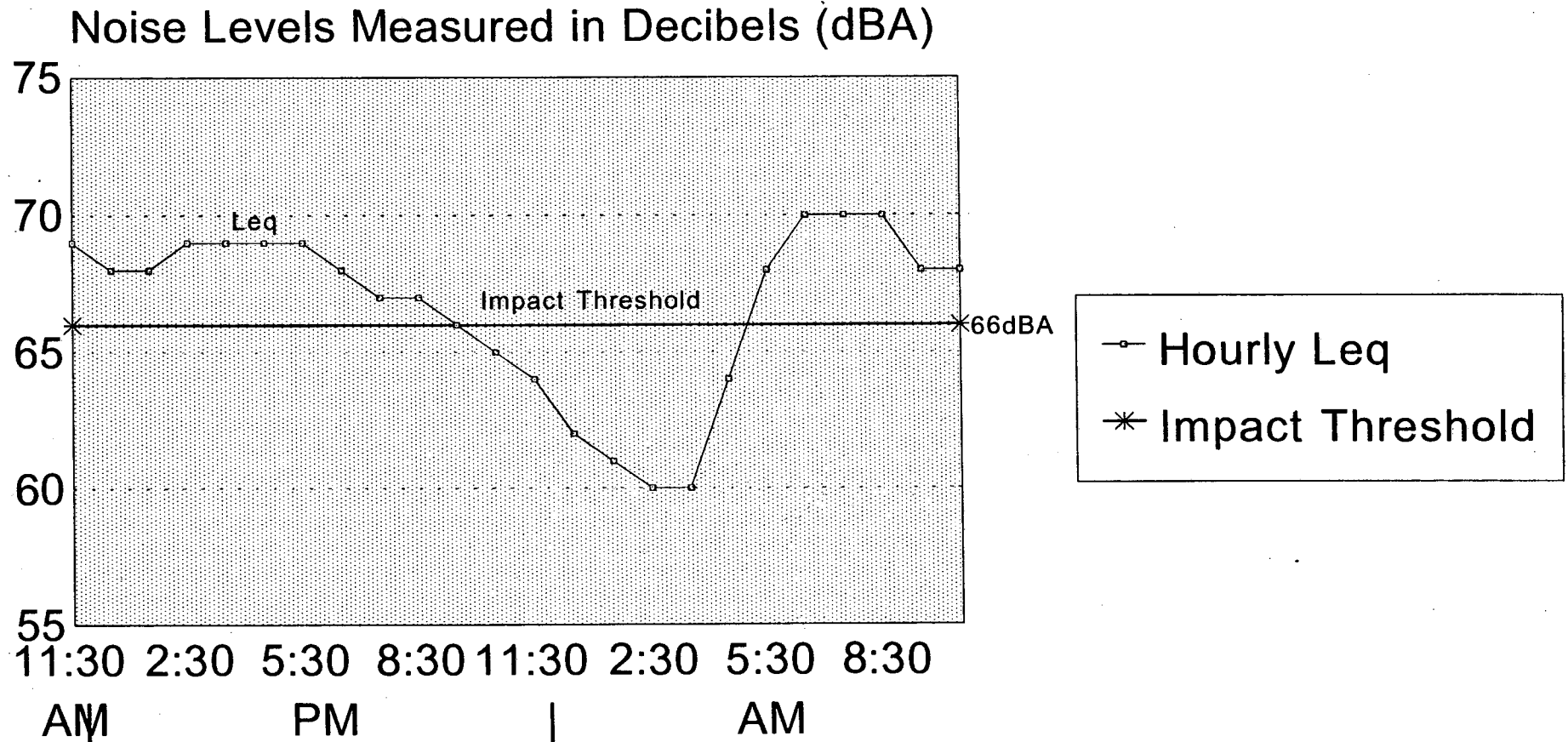
Enclosure

cc: Noise Abatement Team  
File # 1116

# 24-HOUR NOISE MONITORING STUDY

512 HEATH AVENUE  
PAHL RESIDENCE

163



Graph Displays the Hourly Leq

DATE OF STUDY: August 6-7, 1996

I-295/I-695

24 - HOUR NOISE MONITORING STUDY  
512 HEATH AVENUE; I-295/I-695  
PAHL RESIDENCE

*Chart displays the hourly Leq*

*Date of noise measurement: August 6 -7, 1996*

**LOCATION: Back yard**

TIME:	Leq(dBA)
11:30 AM	69
12:30 PM	68
1:30 PM	68
2:30 PM	69
3:30 PM	69
4:30 PM	69
5:30 PM	69
6:30 PM	68
7:30 PM	67
8:30 PM	67
9:30 PM	66
10:30 PM	65
11:30 PM	64
12:30 AM	62
1:30 AM	61
2:30 AM	60
3:30 AM	60
4:30 AM	64
5:30 AM	68
6:30 AM	70
7:30 AM	70
8:30 AM	70
9:30 AM	68
10:30 AM	68

165

bcc: Mr. Paul Armstrong, District 5







**Maryland Department of Transportation  
State Highway Administration**

#1225

148

David L. Winstead  
Secretary

Parker F. Williams  
Administrator

October 7, 1996

Mr. and Mrs. Joseph Ramsey  
612 Brightwood Club Drive  
Luhterville MD 21093

Dear Mr. and Mrs. Ramsey:

Thank you for your letter to our office about the highway traffic noise from the Baltimore Beltway (I-695), near the Brightwood community.

Noise barriers are built in conjunction with new roadway construction or expansion of existing highways when an environmental analysis, conducted during the highway planning process, determines that noise levels will equal or exceed an impact threshold of 66 decibels (dBA), and can be reduced for a reasonable cost. The homes must predate the approval date of the highway improvements to be considered for this program.

When the approval of the I-695 improvements now being constructed was received, the homes in the Brightwood community had not been built and therefore, were not addressed in the environmental analysis. The State Highway Administration (SHA), was contacted in 1995 by the manager of the Brightwood community. A series of noise measurements was taken at the residences closest to the beltway. Noise levels were well below SHA's impact threshold. This is due to the distance the community is from the highway. It is not expected that the noise levels will approach the impact threshold after the beltway expansion is completed.

In view of this information, a noise barrier is not warranted at this location. While your community is not eligible for noise barriers, we will examine the area adjacent to the Brightwood community to see if there are opportunities for any visual screening with trees. When this work is finished, I will be in touch to let you know the outcome.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

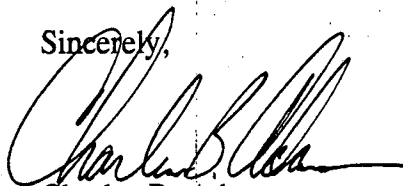
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



Mr. and Mrs. Joseph Ramsey  
Page Two

Thank you again for your letter. If you have any questions in the meantime, please feel free to call me, or Shawn Newson, of our Noise Abatement Team at (410) 545-8600.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Charles B. Adams', written in a cursive style.

Charles B. Adams

Director

Office of Environmental Design

cc: Noise Abatement Team

Mr. and Mrs. Joseph Ramsey  
Page Three

bcc: Mr. David Malkowski, District 4



**Maryland Department of Transportation  
State Highway Administration**

171 #1125-BA  
David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

June 3, 1996

Ms. Tammy Richardson  
807 Roundtop Court Apt. 1-D  
Lutherville, Maryland 21093

Dear Ms. Richardson:

Thank you for contacting our office about the noise from I-83 at the Seminary Apartment Complex. I would like to explain a little about our noise abatement program and how it relates to your area.

When we receive requests for noise barriers, each community is evaluated against criteria that include: whether the noise levels approach or exceed 67 decibels (dBA), whether the homes predate the highway, and whether an effective noise barrier can be constructed for a reasonable cost. Our records indicate that the apartment complex in which you live was constructed after I-83 was built. One of the basic criteria is that the impacted residences must precede the highway. We cannot consider areas for noise barriers where this is not the case.

I am sorry that I cannot offer a more positive response to your request. However, if you wish to discuss this matter further, please feel free to call Ms. Shawn Newson of our Noise Abatement Team. Shawn can be reached at (410)545-8600.

Sincerely,

Charles B. Adams

Director

Office of Environmental Design

cc: Noise Abatement Team

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation  
State Highway Administration**

172 # 1125-BA  
David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

April 19, 1996

Ms. Tammy Richardson  
807 Roundtop Court Apt. 1-D  
Lutherville, Maryland 21093

Dear Ms. Richardson:

Thank you for your interest in our noise abatement program and how it operates. As we discussed, I have included copies of reference literature that will hopefully assist your daughter in her presentation. I have written a brief summary of the enclosed information:

- **"Fact Sheet" - Maryland State Highway Administration Noise Abatement Criteria;**  
This criteria is used to determine where noise barriers are constructed. Maryland has two noise abatement programs. Type II (retrofit) noise barriers are built along an existing highway; Type I noise barriers are built in conjunction with highway construction or improvements to an existing highway. Communities must meet all the criteria to be considered for either program. Each state develops their own criteria which is approved by the Federal Highway Administration.
- **"Fact Sheet" - The Effects of Traffic Volume Changes on Noise Levels;** Explains the factors that generate noise and how that noise is measured in sound levels.
- **Summary of State Highway Agency Noise Policy Definitions;** Explains the terminologies commonly found in the noise policy. Also shows the noise criteria for each state across the country.
- **Sound Procedures for Measuring Highway Noise;** Explains how noise monitoring studies are conducted, how the noise levels are analyzed, and the equipment needed to perform the studies.
- **Highway Traffic Noise Barrier Construction Trends;** Provides details on where noise barriers have been constructed and the costs to build them.
- **Noise Inquiry Checklist;** This form is used in our office when we receive calls from citizens. We use the information from this sheet to investigate all customer requests, (including your telephone call to our office).

My telephone number is 410 545 8600

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Ms. Tammy Richardson

April 19, 1996

Page Two

- Also included is one photograph of a noise barrier located along the Capital Beltway, (I-495).

I hope you and your daughter find this information helpful as you work on her project. If you have any questions or require additional information, please feel free to call me at (410)545-8600.

Sincerely,

  
Shawn Newson

Noise Abatement Team

Enclosures

cc: Ken Polcak



**Maryland Department of Transportation**  
**State Highway Administration**

#1226

174

David L. Winstead  
Secretary

Parker F. Williams  
Administrator

August 12, 1996

Ms. Ruth Robinson  
6511 Woodbridge Circle  
Catonsville MD 21228

Dear Ms. Robinson:

This letter is to follow up a certified letter that was sent to you in mid July but not claimed. The State Highway Administration wants to make sure that all of the property owners affected by the proposed noise abatement project are contacted. The following is the content of the certified letter:

I am writing to bring you up to date on the status of the proposed noise abatement project to be constructed along the Baltimore Beltway (I-695) between US 40 and I-70. The State Highway Administration requires that any right-of-way needed for the placement of noise walls, along with any utility relocation, drainage and construction easements required for construction of the noise walls be made available at no cost to the State. In May of this year we made initial contacts with several property owners on Woodbridge Circle and learned that they could not agree to donate the required right-of-way. The State Highway Administration regrets that due to our inability to obtain the needed right-of-way donations, that the proposed noise abatement wall will not be constructed on the Outer Loop of I-695 from North of Crosby Rd. toward I-70 for a distance of 1000 feet. A community meeting was held on June 27, at the Emmanuel Lutheran Church to discuss the details of this situation.

In the future when this area of the beltway is expanded the construction of this portion of the noise barrier will be reassessed.

We are sorry for any inconvenience this issue may cause. If you have any questions please call our Project Manager, Mr. Fred Eisen at 545-8598.

Sincerely,

S/CBA

Charles B. Adams,  
Director  
Office of Environmental Design

CBA/FAE *FAE*  
nowall.doc

My telephone number is \_\_\_\_\_

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1-800-735-2258 Statewide Toll Free

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**Maryland Department of Transportation  
State Highway Administration**

#1118-BA

David L. Winstead  
Secretary  
Hal Kassoiff  
Administrator

175

June 19, 1996

Mr. & Mrs. Edward Rose  
1 Pomona West Apt. 1  
Pikesville, Maryland 21208

Dear Mr. & Mrs. Rose:

Thank you for contacting our office about the highway traffic noise near your home located next to the Baltimore Beltway (I-695), between Reisterstown Road and the I-795 interchange.

When we receive requests for noise barriers we evaluate each community against criteria that include: whether the noise levels approach or exceed 67 decibels (dBA), whether the homes predate the highway, and whether an effective noise barrier can be built for a reasonable cost. Our records indicate that the Pomona West Apartments and the Brittany Apartments were built after I-695 and are not eligible for noise barriers based on our criteria.

Regarding the I-795 interchange; a noise barrier at this location would not provide sufficient noise reduction for your apartment complex because the building is located too far from I-795. Noise barriers are most effective for homes closest to the roadway, (within several hundred feet). In view of this information, we cannot consider the area for noise abatement.

I regret that I am unable to offer a more positive response to your request. However, if you would like to discuss this matter further, please feel free to call Shawn Newson of our Noise Abatement Team. Shawn can be reached at (410)545-8600.

Sincerely,

Charles B. Adams  
Director  
Office of Environmental Design

cc: Noise Abatement Team

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation**  
**State Highway Administration**

file

#78  
David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

August 27, 1996

Ms. Mary Rosmus  
President  
Woodlane #1 Community Association, Inc.  
4920 Temple Hills, Maryland 20748

Dear Ms. Rosmus:

Thank you for writing again on behalf of the residents who live on Keppler Road about the highway traffic noise from I-95.

Over the past year, our noise abatement policy has been under review. The review is now complete and we are currently developing a list of areas to be re-evaluated based on the revised noise policy. The Woodlane community will be included as part of this re-evaluation. Shawn Newson of our Noise Abatement Team will contact you within the next 30 days to schedule a timeframe for this work.

In the meantime, if you have any questions regarding this matter please contact Shawn at (410)545-8600.

Sincerely,

also Leisher

Charles B. Adams  
Director  
Office of Environmental D

cc: Noise Abatement T

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202





**Maryland Department of Transportation**  
**State Highway Administration**

177

# 1227

David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

October 23, 1996

Mr. Bernard A. Ruocco  
2 Southerly Road  
Suite 404  
Towson MD 21286

Dear Mr. Ruocco:

This letter is a follow up to your August 8 letter about noise from the Baltimore Beltway and the effects upon the property and residence at 10439 Falls Road. In your letter, you requested that the State Highway Administration to proceed with screening adjacent to the beltway to provide some relief from the noise.

As we had discussed when we met because the home you have built postdates the approval of the current improvements to the beltway, we cannot consider a noise barrier at this location. After a review of the situation and discussion with Mr. Gradon Tobery the Assistant District Engineer for SHA's District 4 office, we are willing to pursue the following:

- Investigate the feasibility of creating an earth berm on the property at 10439 Falls Road adjacent to our right of way. There is an excess of earth available on the current construction project and if there is sufficient room to construct a berm and we can work out an acceptable arrangement with the contractor we are willing to proceed in this direction. As Mr. Tobery indicated to you, the earth will not be available until next year. Also, we will need to obtain a right of entry for any placement of earth and an understanding that the finished berm becomes the your responsibility.
- Planting of evergreen trees on the finished berm. If we are unable to construct a berm, SHA is still willing to provide the evergreen plantings.

It is very difficult to estimate exactly when this work could occur because it will be influenced by when the contractor will have the material available. Once the leaves are off the existing trees this fall, our district personnel will be making some surveys to develop a preliminary design to determine the extent to which a berm can be built.

My telephone number is \_\_\_\_\_

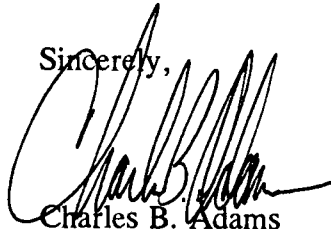
Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Bernard A. Ruocco  
Page Two

I have asked Mr. Tobery to keep in touch with you as information is developed.  
In the meantime, if you have any questions please give me a call.

Sincerely,



Charles B. Adams

Director

Office of Environmental Design

cc: Mr. David Malkowski  
Mr. Gradon Tobery  
Mr. James Hade





**Maryland Department of Transportation**  
**State Highway Administration**

180

#113K-QA

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

June 12, 1996

Mr. Greg Samolis  
1823 Sherman Drive  
Chester, Maryland 21619

Dear Mr. Sherman:

Thank you for contacting our office regarding the noise and safety issues from US 50 near your community.

We will look into your concerns and determine what options are available to help with the problem. You can expect to hear back from our office within the next two weeks. In the meantime, if you have any questions, please feel free to contact me at (410)545-8600.

Sincerely,

Shawn Newson  
Office of Environmental Design  
Noise Abatement Team

cc: Charles B. Adams

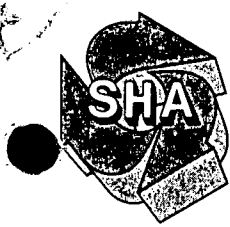
My telephone number is \_\_\_\_\_

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

181

#1104-110



**Maryland Department of Transportation**  
**State Highway Administration**

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

February 16, 1996

Mr. Terry Schilling  
5501 Thornbush Court  
Bethesda, Maryland 70814

Dear Mr. Schilling:

Thank you for contacting our office about the noise at your home located along the I-270 East spur, in Montgomery county. I would like to explain a little about our noise abatement programs and how each relates to your community.

Noise abatement projects are classified as either Type II or Type I projects. Those which fall into the Type II program involve the construction of noise barriers at locations where the highway was built before environmental impact analyses became a requirement of the highway development process. Communities must predate the original highway to be eligible for this program. These are stand-alone projects that consist solely of noise barrier construction.

Type I noise abatement projects on the other hand, are those which are built in conjunction with new roadway construction or expansion of existing highways. Noise barriers are included when an environmental impact analysis, conducted as part of the highway planning process determines that noise levels will exceed an impact threshold of 67 decibels (dBA), and that noise levels can be reduced for a reasonable cost. Noise levels must exceed the impact threshold to be considered for either program and the homes must predate the approval date for the proposed improvements.

Your home was constructed well after completion of the original highway and also subsequent to the date of Federal location approval for the improvements to I-270. Given this information, we cannot consider the community for noise abatement.

Per your request, enclosed are copies of the environmental study conducted for the I-270 improvements. Sheet (1) shows the areas studied for noise impacts and sheet (2) summarizes the noise levels monitored as well as the predicted design year 2010 noise levels. During the planning for the I-270 improvements, an environmental study was conducted to determine if adjacent communities would be impacted with noise from the proposed improvements. There are two basic things that we look at in making a determination of noise impacts. First is whether noise levels will exceed 67 dBA and second is whether there will be a significant change in noise levels over a no-build situation. The study defined significant change as equal to or greater than 5 dBA.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

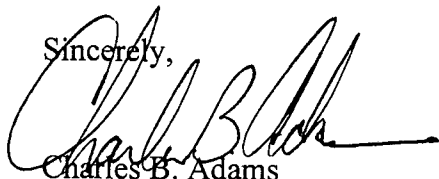
182

Mr. Terry Schilling  
February 16, 1996  
Page Two

The environmental evaluation showed that while a number of the residences monitored would experience noise levels in excess of the 67 dBA threshold, there would be a change of only 1-2 decibels compared to making no improvements. Our policy is to consider noise barriers only when both of these criteria are met. Therefore, noise barriers were not proposed for inclusion with this project.

I regret that I cannot offer a more positive response to your request. However, I hope this information provides clarification and explanation of our position on noise barriers for your community. If you have any questions, please feel free to contact me at (410)545-8640.

Sincerely,



Charles B. Adams

Director  
Office of Environmental Design

Enclosure

cc: Noise Abatement Team



**Maryland Department of Transportation  
State Highway Administration**

183 #1154 - BA  
Dav. [unclear] instead  
Secretary  
Parker F. Williams  
Administrator

September 5, 1996

Ms. Angela Scott  
2009 Cross Trails Road  
Baltimore, MD 21244

Dear Ms. Scott:

Thank you for contacting our office about the highway traffic noise from I-70, near your home in the Parkview Trails community.

When we receive requests for noise barriers, each community is evaluated against criteria that include: whether the homes predate the highway, whether the noise levels equal or exceed an impact threshold of 66 decibels (dBA), and whether an effective noise barrier could be built for a reasonable cost. Our research has found that the homes in the Parkview Trails community were built after I-70. In view of this information, we cannot consider the development for noise barriers.

I regret that I am unable to offer a more positive response to your request. However, if you have any questions regarding this matter, please feel free to contact Shawn Newson, of our Noise Abatement Team. Shawn is available at (410) 545-8600.

Sincerely,

Charles B. Adams  
Director  
Office of Environmental Design

cc: Noise Abatement Team

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation  
State Highway Administration**

184

#1108 - MO

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

March 5, 1996

Mr. & Mrs. Stephen Schultz  
7223 Barnett Road  
Bethesda MD 20817

Dear Mr. Schultz:

As you requested, enclosed is a copy of the noise analysis for the I-270 west spur expansion at I-495, conducted in 1994.

If you have any questions regarding this information, please feel free to call me at (410)545-8640.

Sincerely,

Charles B. Adams  
Director  
Office of Environmental Design

Enclosure

cc: Noise Abatement Team

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202





**Maryland Department of Transportation  
State Highway Administration**

185

#1108-MO  
David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

January 23, 1996

Mr. & Mrs. Steven Schultz  
7223 Barnett Road  
Bethesda, Maryland

Dear Mr. & Mrs. Schultz:

I am writing to let you know about the noise monitoring study conducted at your home located along the West Spur of I-270, in Montgomery county. A graph of the 24-hour measurement is included for your information.

Results of the study showed that the noise levels at your home ranged from 64 to 75 dBA. Noise levels measured below the impact threshold during the early morning hours between 12:00 midnight and 3:00 A.M., but were consistently at or above the impact threshold throughout the remainder of the monitoring period. These latest measurements were a few decibels above the 1994 readings. When the I-270 improvements are completed, we will re-monitor the area to be sure that the noise levels measured were reflective of the actual highway traffic noise. While we recognize that noise levels are high in your area, there are no plans to construct noise barriers along this portion of I-270. I would like to explain how this decision was reached.

During the planning of the I-270 improvements, an environmental evaluation was conducted to determine if the adjacent communities would be impacted by noise from the proposed improvements. There are two basic things that we look at in making a determination of noise impact. First is whether noise levels will exceed 67 dBA and second is whether there will be a significant change in noise levels over a no-build situation. The study defined significant change as equal to or greater than 5 dBA. The environmental evaluation showed that residences would experience future noise levels in excess of the 67 dBA impact threshold and there would be a change of only 1-3 dBA compared to making no improvements. Our policy is to consider noise barriers only when both of these criteria are met. Therefore, noise barriers were not proposed for inclusion with this project.

Over the years we have heard from a number of citizens who have raised concerns about our noise policy. Because of this, a decision was made to review our existing noise policy to see if revisions should be made. This review will be completed shortly. At this time it would be premature to speculate whether any revisions would change the circumstances for your community. However, when the review process is complete we will re-evaluate this situation.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

186

Mr. Steven Schultz  
January 23, 1996  
Page Two

I am sorry that I could not offer a more positive response. I will be touch when the review is finished. In the meantime, if you have any questions regarding this information, you may contact me at (410)545-8640.

Sincerely,



Charles B. Adams  
Director  
Office of Environmental Design

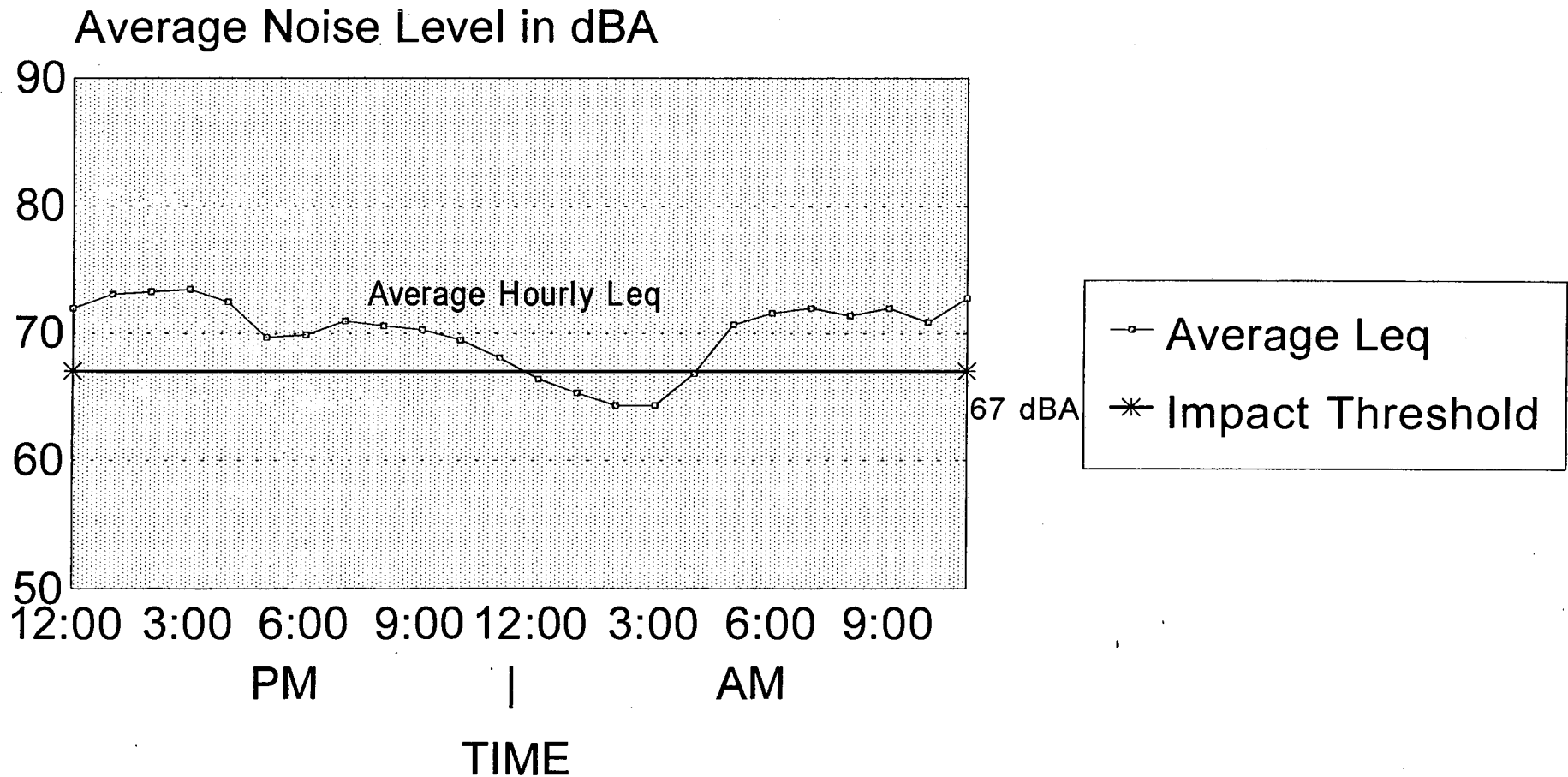
Enclosure

cc: Noise Abatement Team

# 24-HOUR NOISE MONITORING STUDY

7223 BARNETT ROAD  
SCHULTZ RESIDENCE

187



I-270 WEST SPUR  
SEPTEMBER, 1995

Noise levels measured in continuous 20 minute intervals

**Maryland Department of Transportation**

**The Secretary's Office**

Shawn  
188

Parris N. Glendening  
Governor

David L. Winstead  
Secretary

Thomas L. Osborne  
Deputy Secretary

February 1, 1996

Mr. and Mrs. Stephan Schulz  
7223 Barnett Road  
Bethesda MD 20817

RECEIVED  
FEB 12 1996  
Mr. and Mrs. Stephan Schulz

Dear Mr. and Mrs. Schulz:


Governor Glendening received your recent letter regarding the noise monitoring study conducted at your home. He asked me to reply to you on his behalf.

First, I apologize for the delay in giving you the results of the noise measurement undertaken in your front yard. The State Highway Administration (SHA) will send you this information within the next two weeks.

Your concerns regarding construction of a noise barrier for your property are similar to concerns raised by other citizens. Our sensitivity to these concerns led us to review our noise abatement policy. This review will be completed shortly. Once we have completed this review, SHA will re-evaluate the situation at communities around the state. While it would be premature to speculate on the exact nature of possible policy changes, please be assured that serious consideration will be given to all of these issues.

Again, I apologize for the delay in sending the noise monitoring results to you. If you have any questions about the policy review, please call Mr. John Lewis of my staff, at (410) 859-7966 or Mr. Charles Adams at (410) 545-8640.

Sincerely,

  
David L. Winstead  
Secretary

cc: The Honorable Parris N. Glendening  
Mr. Charles B. Adams  
Mr. Hal Kassoff  
Mr. John Lewis

859-7600

My telephone number is (410)-  
TTY For the Deaf: (410) 684-6919

Post Office Box 8755, Baltimore/Washington International Airport, Maryland 21240-0755

189  
Mr. and Mrs. Stephan Schulz  
January 31, 1996  
Page Two

bcc: Noise Abatement Team

Prepared by: Shawn Newson, SHA, Office of Environmental Design



**Maryland Department of Transportation  
State Highway Administration**

September 12, 1996

Mr. & Mrs. Jim Sebastiano  
1687 Sam Ryder Road  
Arnold, Maryland 21012

Dear Mr. & Mrs. Sebastiano:

Thank you for the letter you faxed to Mr. Ken Polcak of our Noise Abatement Team, about the highway traffic noise from US 50, near your home in the Sturbridge community. I would like to explain a little about our noise abatement programs and how each relates to your community.

Noise abatement projects are classified as either Type II or Type I projects. Those which fall into the Type II category involve the construction of noise barriers at locations where the highway was built before environmental impact analyses became a requirement of the highway development process. Communities must pre-date the original highway to be eligible for this program. These are stand-alone projects that consist solely of noise barrier construction. Your community is not eligible for this program because the homes were built after the original construction of US 50.

Type I noise abatement projects on the other hand, are those which are built in conjunction with new roadway construction or expansion of existing highways. Noise barriers are included when an environmental impact analysis, conducted as part of the highway planning process, determines that noise levels will exceed an impact threshold of 66 decibels (dBA), and that noise levels can be reduced for a reasonable cost. Also, the homes must predate the approval date for the proposed improvements.

During the planning of the I-97/US 50 highway improvements, an environmental impact analysis was performed to determine if communities would be effected by noise impacts as a result of the proposed work. At the time of this study, the homes in the Sturbridge community had not been constructed and therefore, were not included as part of the environmental analysis. Since the homes in the community were built after the date of approval for the highway improvements, the community is not eligible for noise abatement.

In May, the State Highway Administration conducted a noise monitoring study at two residences in the Sturbridge community. One of the sites measured was your home. A copy of the results is included for your reference.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
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Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

*Shawn* 190

Davis instead  
Secretary

Parker F. Williams  
Administrator

#1124 - Don's  
Keating

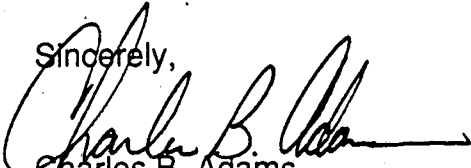
W/1127 - AA

Mr. & Mrs. Sebastiano  
Page Two

Results of the noise study performed at your home show that the noise levels did exceed the impact threshold of 66 decibels (dBA) between 6:00 AM and 8:00 PM. Noise levels were below the impact threshold during the late evening and early morning hours.

While your community does not meet the eligibility date criterion for noise abatement, we will perform a follow-up noise monitoring study following completion of the US 50 widening. The current schedule anticipates that the highway expansion will be completed around August 1997. In the meantime, if you have any questions regarding this information, please feel free to call Ken Polcak at (410)545-8601.

Sincerely,



Charles B. Adams

Director  
Office of Environmental Design

Enclosure

cc: file #1127  
Noise Abatement Team



**Maryland Department of Transportation  
State Highway Administration**

# 1174

David L. Winstead  
Secretary

Parker F. Williams  
Administrator

October 21, 1996

Mrs. Cheryl Sehneider  
1031 Mace Avenue  
Baltimore MD 21221

Dear Mrs. Sehneider:

I am writing to report the results of the noise monitoring analysis recently performed at your home located near MD 702. A chart and graph illustrating the analysis results are included for your reference. Before discussing the results, I would like to explain a little about our noise program and how it operates.

Community requests for noise barriers are evaluated against criteria that include: whether the homes predate the highway, whether the noise levels equal or exceed an impact threshold of 66 decibels (dBA), and whether an effective noise barrier could be built for a reasonable cost.

On the graph, the Leq line (also called the equivalent sound level), represents the average noise level for each hour or the test period. The impact threshold is shown as the horizontal line labeled 66 dBA. Noise levels at your home measured from 59-67 dBA. The impact threshold was reached during the evening and morning rush hour periods at 4:00 PM-7:00 PM and again at 6:00 AM-9:00 AM.

Our next step in this evaluation will be to perform noise analyses at other homes in the community, so that we may determine the extent and degree of impact in the community at large. This will be needed before we can determine potential eligibility for noise barriers. A representative from our Noise Abatement Team will contact you within the next two weeks to schedule a timeframe for this work. In the meantime, if you have any questions regarding this information, please feel free to call Shawn Newson, at (410) 545-8600.

Sincerely,

Charles B. Adams

Director

Office of Environmental Design

Enclosure

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



Page Two

cc: Ms. Deborah Edwards  
Noise Abatement Team

194

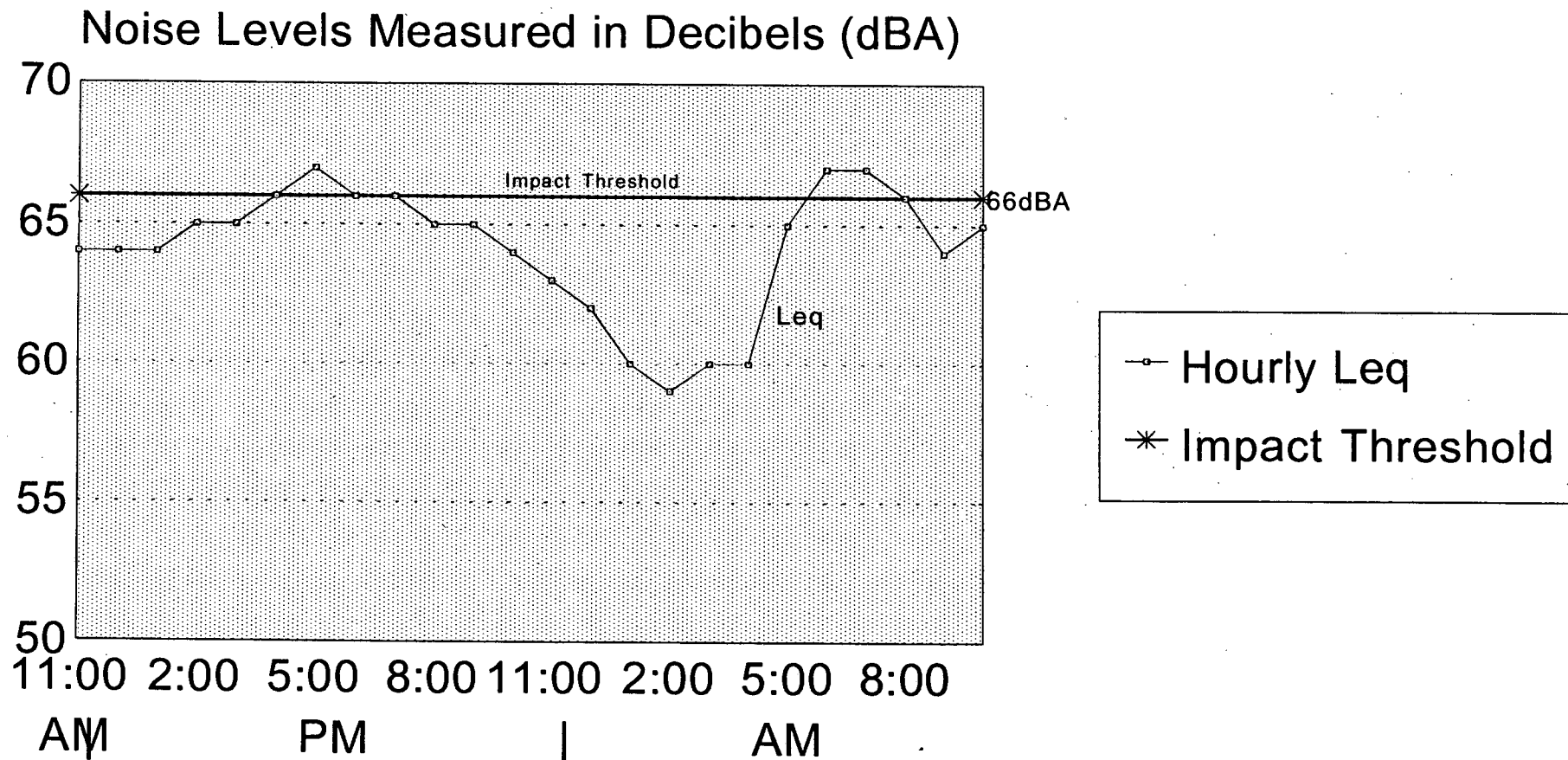
Mrs. Cheryl Sehneider  
Page Three

bcc: Mr. Dave Malkowski

# 24 - HOUR NOISE ANALYSIS

1031 MACE AVENUE  
SEHNEIDER RESIDENCE

195



Graph Displays the Highest Hourly Leq

196

# 24 - HOUR NOISE MONITORING ANALYSIS

1031 MACE AVENUE  
SEHNEIDER RESIDENCE

Chart displays the hourly Leq

Date of noise measurement: September 30 - October 1, 1996

LOCATION: Front yard

TIME:	Leq(dBA)
11:00 AM	64
12:00:00 NOON	64
1:00 PM	64
2:00 PM	65
3:00 PM	65
4:00 PM	66
5:00 PM	67
6:00 PM	66
7:00 PM	66
8:00 PM	65
9:00 PM	65
10:00 PM	64
11:00 PM	63
12:00 MIDNIGHT	62
1:00 AM	60
2:00 AM	59
3:00 AM	60
4:00 AM	60
5:00 AM	65
6:00 AM	67
7:00 AM	67
8:00 AM	66
9:00 AM	64
10:00 AM	65

To  
CBA 197  
1/3/96

Ms. Monica M. Sipes  
1117 Kelfield Drive  
Baltimore MD 21227

Dear Ms. Sipes:

Thank you for your letter to Governor Parris N. Glendening about a noise barrier for the River Chase community. The Governor has received your letter and asked that I respond on his behalf. I understand your concerns and would like to explain how we respond to requests such as yours.

When deciding where noise barriers are constructed, there are several factors which must be considered. Whether the homes predate the original construction of the adjacent highway, whether the noise levels equal or exceed an impact threshold of 66 decibels (dBA), and whether an effective noise barrier can be built for a reasonable cost. The homes protected by the proposed noise barrier along I-95 between Southwestern Boulevard and Metropolitan Boulevard meet all of these criteria.

Noise barriers can also be built in conjunction with new roadway construction or expansion of existing highways. During the planning process, analyses are performed to determine if there will be an increase of noise level due to the proposed highway improvements. If so, further evaluation is done to see if a reasonable noise barrier can be built. This may explain why you see noise barriers protecting communities which were built after the original highway. In this case, the homes must predate the date of approval of the highway improvements to be considered for this program. I assure you that each of the communities protected by noise barriers meet all of the criteria.

Mr. Charles Adams, the State Highway Administration's Director of Environmental Design, attended a meeting several months ago at which he explained that your community is not eligible for noise barriers because the homes were constructed after the highway. If the criteria guidelines were curved, and a barrier built for Riverchase, the state would then be liable to those communities denied barriers based on the date of development criterion.

198

Ms. M. Monica Sipes  
Page Two

While the cost to build a noise barrier for your community may not seem expensive, the ultimate cost for those communities previously rejected, would cost millions of dollars which are not available.

Thank you again for your letter. I wish that I could offer a positive response to you situation. However, I hope you understand the position we must take. If you have any questions regarding this matter, please feel free to call Mr. Charles Adams at (410)545-8640.

Sincerely,

David L. Winstead  
Secretary

cc: Mr. Charles B. Adams, Director, Environmental Design, SHA  
Mr. Parker F. Williams, Administrator, SHA

Ms. Monica M. Sipes  
Page Three

bcc: Mr. James Hade, Noise Abatement Team Leader, SHA  
Mr. Dave Malkowski, District Engineer, SHA  
Mr. Ken Polcak, Noise Abatement Team, SHA



**Maryland Department of Transportation  
State Highway Administration**

200

David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

October 21, 1996

Mrs. Monica Sipes  
1117 Kelfield Drive  
Baltimore MD 21227

Dear Mrs. Sipes:

Thank you for your recent letter about a noise barrier adjacent to I-95 at the Riverchase community. I can understand your concerns about the impact that noise from I-95 has upon your community. As we discussed last week, our noise policy provides for consideration of a noise barrier only in those locations where either the community predated the highway or we are making some improvement to the highway that will increase noise levels.

Those areas that you referred to where noise barriers have been constructed for communities that came in after the highway were done because we expanded the highway. One of the areas that our revised noise policy will emphasize is the need for control of noise when new developments are approved at the local level. Without this, people will continue to move into new neighborhoods next to noisy highways.

I am sorry that I cannot offer you any assistance in having a noise barrier constructed for your community. If you have any additional questions, please feel free to call me at (410) 545-8640.

Sincerely,

Charles B. Adams

Director  
Office of Environmental Design

cc: [Mr. James Hade]

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202





**Maryland Department of Transportation  
State Highway Administration**

*Shawn* #1157-110  
201  
David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

September 26, 1996

Mr. David Siskind  
1401 Crestridge Drive  
Silver Spring MD 20910

Dear Mr. Siskind:

Thank you for contacting our office about the highway traffic noise from the Capital Beltway (I-495), near your home in the Woodside Forest community. I would like to explain a little about our noise abatement program. Also included for your use is a copy of the Federal Highway Administration's Highway Traffic Noise brochure.

When we receive requests for noise barriers, each community is evaluated against criteria that include: whether the homes predate the original highway, whether the noise levels equal or exceed an impact threshold of 66 decibels(dBA), and whether an effective noise barrier can be constructed for a reasonable cost. The Woodside Forest community has been identified as meeting the eligibility criteria for noise abatement. A noise barrier along I-495 from Georgia Avenue (MD 97), to west of Sligo Creek Park is currently under design and state funding was recently approved by Governor Parris N. Glendening. There is a requirement that Montgomery county provide 20% of the project funding. Once the local funding issue is settled, construction of the noise barrier will be scheduled. As the project advances, a community meeting will be held at which representatives from the State Highway Administration (SHA), will present design details of the noise barrier and obtain input from the residents.

Due to the distance of your home from I-495, noise measurements had not been previously performed at your property. However, measurements taken at nearby Flora Lane and Flora Terrace, were below the impact threshold. This is not meant to imply that you do not hear the highway noise from your house, or that the noise is not disturbing, but simply that the noise levels are not as high as those homes closest to the highway. The current plans for the noise barrier in this area do not specifically target your location for protection. The reason for this is that noise barriers are most effective only for homes within 100-200 feet from the highway.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

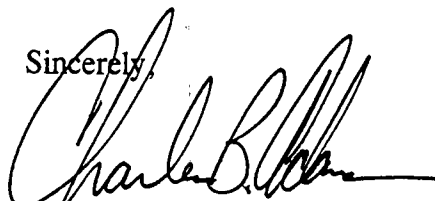
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

202

Mr. Siskind  
Page Two

Thank again for your interest in our noise program. I will be in touch when the community meeting is scheduled. In the meantime, if you have any questions regarding this information, please feel free to call Shawn Newson, of our Noise Abatement Team at (410) 545-8600.

Sincerely,

A handwritten signature in black ink, appearing to read "Charles B. Adams". The signature is fluid and cursive, with a long horizontal stroke at the end.

Charles B. Adams  
Director  
Office of Environmental Design

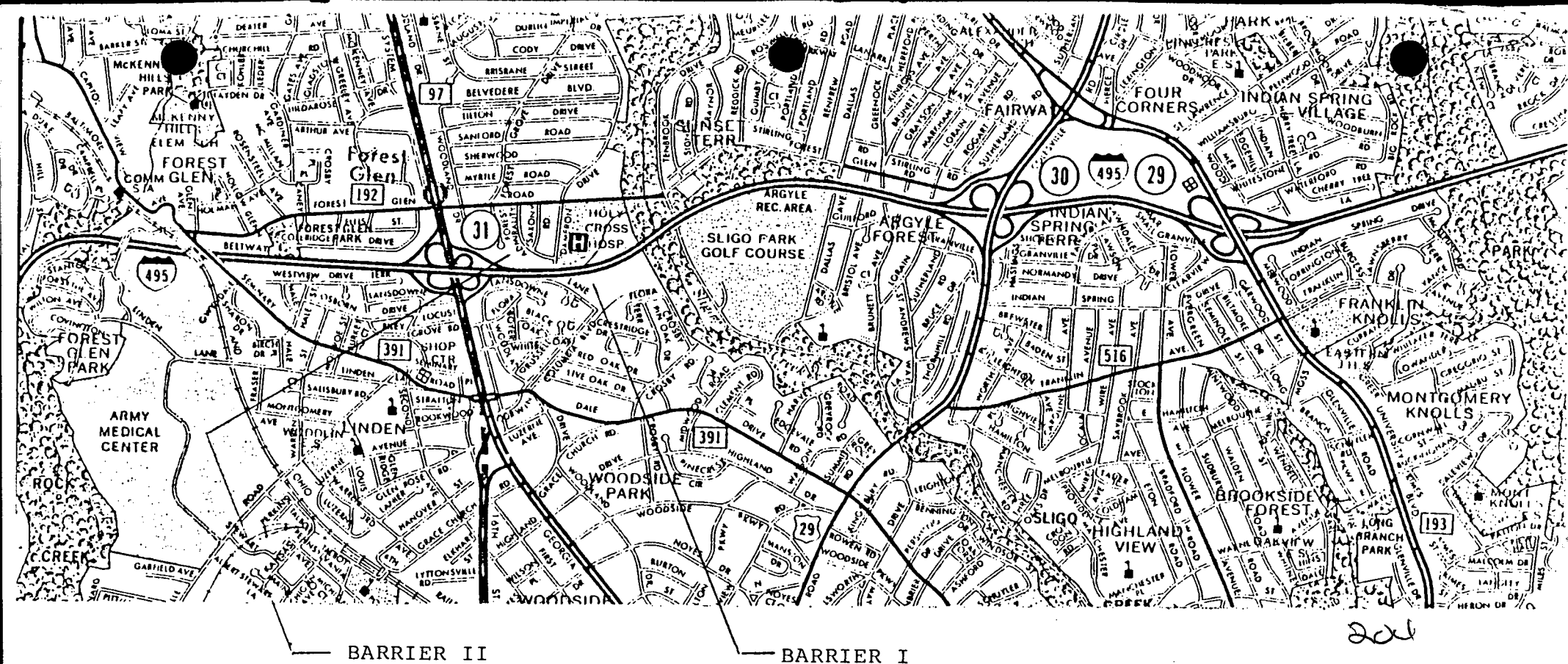
Enclosure

cc: Noise Abatement Team

203

Mr. Siskind  
Page Three

bcc: Mr. Charles Watkins, District 3



I-495, From Maryland 97  
(Georgia Ave.) to  
West of Sligo Creek  
Parkway

Type II Noise Barrier  
Build/No Build  
Concurrence Memorandum

NISA  
3A 7.9



**Maryland Department of Transportation  
State Highway Administration**

*Shawn*

#231-NO

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

205

March 20, 1996

Mr. Bob Skaggs  
P.O.Box 315  
Savage, Maryland 20763

Dear Mr. Skaggs:

Thank you for contacting our District Office about the noise from I-95, near your home in Howard county.

When we receive requests for noise barriers, each community is evaluated and measured against criteria that include: whether the noise levels exceed an impact threshold of 67 decibels (dBA), whether the homes predate the highway, and whether a noise barrier can be built for a reasonable cost. Our records indicate that noise monitoring was last conducted at your home in 1985. Results of the study showed that noise levels were below our impact threshold. Based on this information, the area was not eligible for noise abatement.

Since the time of that study, a number of issues have been raised about our existing criteria and noise abatement program. These concerns have led to a review of the entire policy to determine where revisions may be needed. The review is expected to take the next several months to complete, at which time we will be happy to schedule a re-analysis of the noise levels at your home. I will be in touch when the review is complete.

In the meantime, if you have any questions, please feel free to call Ms. Shawn Newson of our Noise Abatement Team. Ms. Newson can be reached at (410)545-8600.

Sincerely,

Charles B. Adams

Director

Office of Environmental Design

cc: Mr. Ray Mercardo, District 7  
Noise Abatement Team

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation  
State Highway Administration**

SHAWN #231-110

206

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

July 30, 1996

Mr. & Mrs. Bob Skaggs  
7912 Savage Guilford Road  
Columbia, Maryland 20863

Dear Mr. & Mrs. Skaggs:

I am writing to share with you the results of the recent noise monitoring study performed at your home, located near I-95 in Howard county. A graph and chart which show the results of the test are enclosed for your reference. Before we discuss the noise study, I would like to explain a little about how the noise abatement program works.

Requests for noise barriers are evaluated against criteria that include: whether the noise levels approach or exceed an impact threshold of 67 decibels (Maryland defines approach as 66 dBA), whether the homes predate the highway, and whether an effective noise barrier can be built for a reasonable cost.

The graph and chart represent the noise levels measured over a 24 - hour period. The Leq line (also called the equivalent sound level), represents the average noise level for each hour of the test period. The impact threshold is shown as the horizontal line labeled 66 dBA. While the Leq noise levels are at the impact threshold, the cost to construct a noise barrier to protect your home would exceed our maximum \$50,000 cost per residence. Given this information, we cannot consider a noise barrier for your home.

I regret that I cannot offer a more positive response to your request. However, if you have any questions, or would like to discuss this matter, please feel free to contact Shawn Newson of the Noise Abatement Team, at (410)545-8600.

Sincerely,

Charles B. Adams

Director  
Office of Environmental Design

Enclosure

cc: Noise Abatement Team

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation  
State Highway Administration**

*Free*

*207*

*#251-110*

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

July 30, 1996

Mr. & Mrs. Bob Skaggs  
7912 Savage Guilford Road  
Columbia, Maryland 20863

Dear Mr. & Mrs. Skaggs:

I am writing to share with you the results of the recent noise monitoring study performed at your home, located near I-95 in Howard county. A graph and chart which show the results of the test are enclosed for your reference. Before we discuss the noise study, I would like to explain a little about how the noise abatement program works.

Requests for noise barriers are evaluated against criteria that include: whether the noise levels approach or exceed an impact threshold of 67 decibels (Maryland defines approach as 66 dBA), whether the homes predate the highway, and whether an effective noise barrier can be built for a reasonable cost.

The graph and chart represent the noise levels measured over a 24 - hour period. The Leq line (also called the equivalent sound level), represents the average noise level for each hour of the test period. The impact threshold is shown as the horizontal line labeled 66 dBA. While the Leq noise levels are at the impact threshold, the cost to construct a noise barrier to protect your home would exceed our maximum \$50,000 cost per residence. Given this information, we cannot consider a noise barrier for your home.

I regret that I cannot offer a more positive response to your request. However, if you have any questions, or would like to discuss this matter, please feel free to contact Shawn Newson of the Noise Abatement Team, at (410)545-8600.

Sincerely,

Charles B. Adams

Director  
Office of Environmental Design

Enclosure

cc: Noise Abatement Team

My telephone number is \_\_\_\_\_

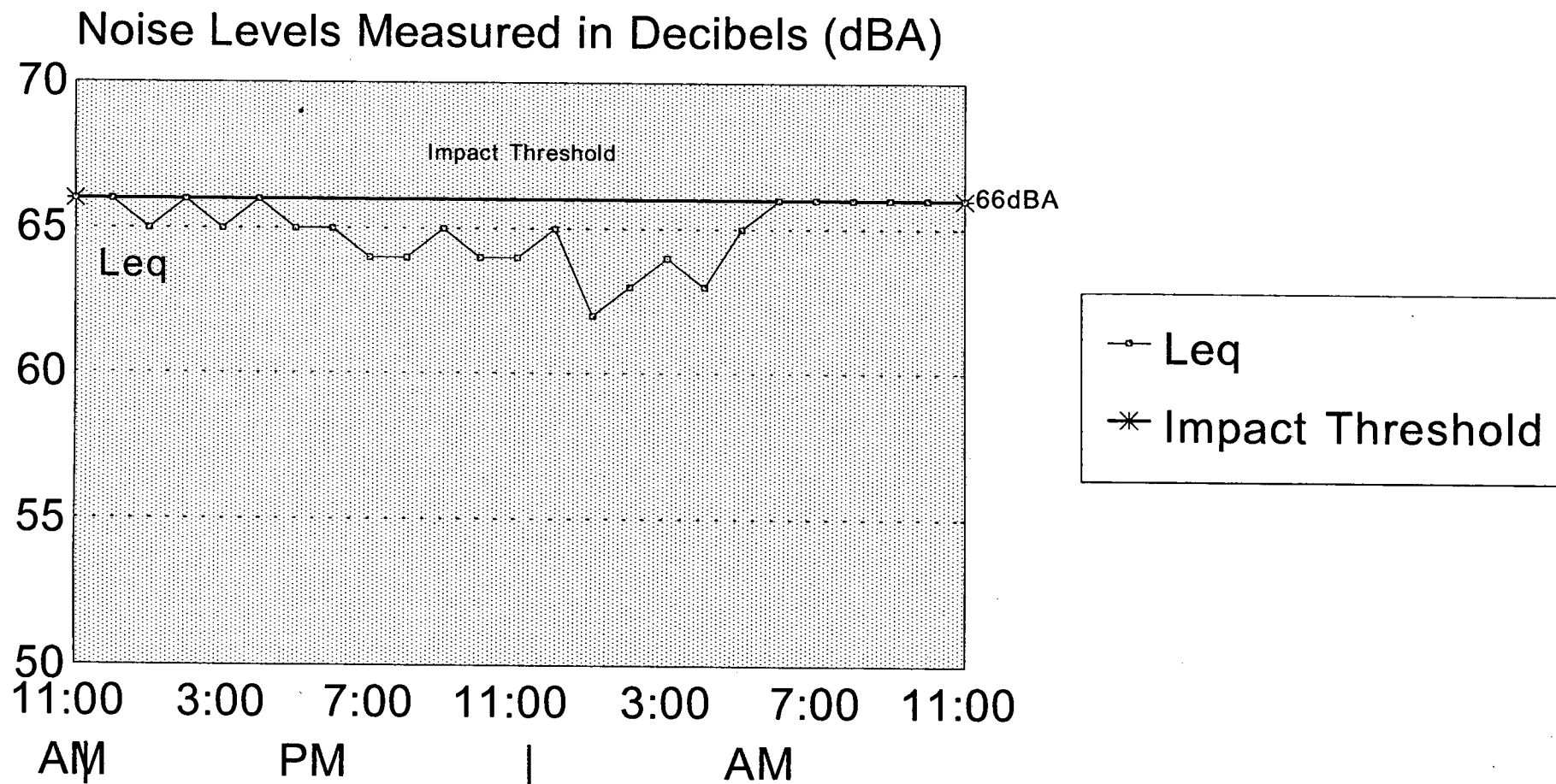
Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

# 24 HOUR NOISE MONITORING STUDY

7912 Savage Guilford Road  
Skaggs Residence

208



I-95

Date of noise study: July 16-17, 1996



209

24 HOUR NOISE MONITORING STUDY  
7912 SAVAGE GUILFORD ROAD  
SKAGGS RESIDENCE

*Chart displays the hourly Leq*  
*Date of noise study: July 16-17, 1996*

TIME		Leq(dBA)
11:00 AM		66
12 NOON		66
1:00 PM		65
2:00 PM		65
3:00 PM		66
4:00 PM		66
5:00 PM		65
6:00 PM		65
7:00 PM		66
8:00 PM		65
9:00 PM		65
10:00 PM		64
11:00 PM		64
12 MIDNIGHT		65
1:00 AM		62
2:00 AM		63
3:00 AM		64
4:00 AM		63
5:00 AM		65
6:00 AM		66
7:00 AM		66
8:00 AM		66
9:00 AM		66
10:00 AM		66
11:00 AM		66



**Maryland Department of Transportation  
State Highway Administration**

#231-10  
210  
David L. Winstead  
Secretary  
Hal Kasso  
Administrator

March 7, 1996

Mr. Robert Skaggs  
7012 Savage Guilford Road  
Savage, Maryland 20863

Dear Mr. Skaggs:

Thank you for contacting our District Office about the noise from I-95, near your home in Howard county.

When we receive requests for noise barriers, each community is evaluated and measured against criteria that include: whether the noise levels exceed an impact threshold of 67 decibels (dBA), whether the homes predate the highway, and whether a noise barrier can be built for a reasonable cost. Our records indicate that noise monitoring was last conducted at your home in 1985. Results of the study showed that noise levels were below our impact threshold. Based on this information, the area was not eligible for noise abatement.

Since the time of that study, a number of issues have been raised about our existing criteria and noise abatement program. These concerns have led to a review of the entire policy to determine where revisions may be needed. The review is expected to take the next several months to complete, at which time we will be happy to schedule a re-analysis of the noise levels at your home. I will be in touch when the review is complete.

In the meantime, if you have any questions, please feel free to contact me at (410)545-8640.

Sincerely,

Charles B. Adams

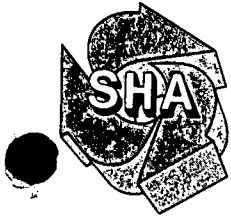
Director  
Office of Environmental Design

cc: Mr. Ray Mercardo, District 7  
Noise Abatement Team

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation  
State Highway Administration**

#1228

211

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

Mr. Donald E. Smolinski  
President  
HDW, Ltd.  
9405A Livingston Road  
Fort Washington, MD

Dear Mr. Smolinski:

Thank you for your letter of May 30th, concerning the proposed noise barrier along I-95 between US 50 and MD 450. As you are aware our survey crew will be working in the area of your store in the near future. The purpose of this survey is to help the State Highway Administration perform a noise analysis and to facilitate the design of a noise barrier. As of this date the location of the proposed noise barrier has not been determined. We understand your concern about the visibility of the shopping center and will endeavor to keep as much of that visibility as possible while providing an effective noise barrier for the community. We will keep you informed as the wall location is developed.

Sincerely,

Charles B. Adams, Director  
Office of Environmental Design

*FAE/CBA*  
FAE/CBA

i95store.doc

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation  
State Highway Administration**

P204 - 324

212

David L. Winstead  
Secretary  
Hal Kassoﬀ  
Administrator

Mr. Donald E. Smolinski  
President  
HDW, Ltd.  
9405A Livingston Road  
Fort Washington, MD

Dear Mr. Smolinski:

Thank you for your letter of May 30th, concerning the proposed noise barrier along I-95 between US 50 and MD 450. As you are aware our survey crew will be working in the area of your store in the near future. The purpose of this survey is to help the State Highway Administration perform a noise analysis and to facilitate the design of a noise barrier. As of this date the location of the proposed noise barrier has not been determined. We understand your concern about the visibility of the shopping center and will endeavor to keep as much of that visibility as possible while providing an effective noise barrier for the community. We will keep you informed as the wall location is developed.

Sincerely,

Charles B. Adams, Director  
Office of Environmental Design

FAE/CBA

i95store.doc

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

HDW, Ltd.

9405A Livingston Road  
Fort Washington, MD

2 0 7 4 4

301-248-0900

Fax 301-248-5624

Trading as:



Harley Davidson of  
Washington  
301-248-1200



Clinton Cycles  
301-248-0900



American Boat  
Center  
301-449-5900

213

May 30, 1996

Mr. Fred Eisen  
Project Engineer  
Maryland Department of Transportation  
State Highway Administration  
707 N. Calvert Street  
Baltimore, MD 21201

Re: Project Route I-95  
N. of U.S. Route 50 to  
S. of MD Route 450  
Contract No. AW 978-251-024 P

Dear Mr. Eisen:

We received a copy of a letter from the Chief, Plats and Surveys Division requesting cooperation from property owners to surveyors who need access to their properties. This relates to the proposed sound barriers to be constructed along the Capital Beltway (Route I-95) between Routes 50 and 450 in Prince George's County. We are a tenant at the location where your personnel will be working. Our staff we will be glad to assist your personnel as requested in the Chief's letter.

We operate a retail establishment near the proposed project site. Our address is 8805 Annapolis Road Lanham, MD 20706. Our store is located on the southeast corner of the I-95 and Route 450 interchange. Currently, the store is clearly visible from I-95. We are concerned that the project will reduce or eliminate our exposure.

We opened this store on January 27, 1996. Obviously, this is a critical time period for establishing the business. We have committed ourselves to this location by entering into a 15 year lease last summer.

We rely on attracting a substantial amount of customers from the highway traffic, especially out-of-town customers traveling along the eastern seaboard via Route I-95. We recently completed a survey of our customers to determine the effectiveness of our advertising efforts. We advertise in a variety of ways. Our first survey indicated that over 60 percent of our customers came to know about us from the sign that is seen from both Routes I-95 and 50. Clearly, our continued success is dependent upon our visibility.

Mr. Fred Eisen  
Maryland Department of Transportation  
May 30, 1996  
Page 2.

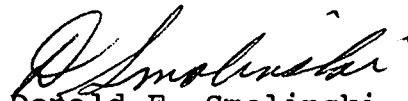
At this point, we are not sure of your exact plans for placement of the sound barriers. We hope that you will not find it necessary to construct the sound barriers right along side the property where our store is located. It would appear to us that the barrier could end far enough south of Route 450 to maintain our exposure, especially since there are no residential properties nearby. In addition, there are railroad tracks right behind our store which are used on a regular basis.

We are confident that our commercial neighbors also want to retain the same good visibility to Route I-95 that they have enjoyed for many years.

We would like to receive more specific information about this project. Also, if possible, please let us know how we can obtain information as the project progresses.

Thank you in advance for your assistance.

Sincerely,

  
Donald E. Smolinski  
President

/des  
cc: Bruce I. Levine  
John S. Van Roon





**Maryland Department of Transportation  
State Highway Administration**

216

#1119 - PG

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

April 30, 1996

Mr. George Tate  
12704 Whiteholm Drive  
Upper Marlboro, Maryland 20772

Dear Mr. Tate:

Thank you for contacting our District office about the noise from MD 214 (Central Avenue), near your home. I would like to explain a little about our noise abatement program and how it relates to your community.

When we receive requests for noise barriers, each community is evaluated and measured against criteria that include: whether the noise levels meet our impact threshold of 67 decibels (dBA), whether the homes predate the highway, and whether a noise barrier can be built for a reasonable cost.

Several years ago your community was evaluated for noise barrier consideration. It was determined that the cost to build an effective noise barrier at this location would exceed our \$40,000 cost per residence limit. Considering this information, the community is not eligible for noise barriers.

We are, however providing landscape screening as an alternative to constructing noise barriers along MD 214, in the area of your home. A variety of pine trees will be planted to establish a visual screen between the homes and the highway. We hope that the plants will be installed this Spring, but if not we will include them in our Fall schedule. As the plantings mature, this will also help decrease access into the community from the highway.

The landscape screening will offer some relief for your situation. If you have any questions or wish to discuss this matter, please feel free to call Ms. Shawn Newson, of our Noise Abatement Team. Shawn can be reached at (410)545-8600.

Sincerely,

Charles B. Adams

Director

Office of Environmental Design

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



217

cc: Noise Abatement Team  
Mr. Charlie Watkins, District 3



**Maryland Department of Transportation**  
**State Highway Administration**

218

#1143

David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

September 3, 1996

Ms. Doris Taylor  
15607 Henrietta Drive  
Acoceek, MD 20607

Dear Ms. Taylor:

Thank you for contacting our office about the highway traffic noise from the Indian Head Highway (MD 210), near your home in the Treeview Estates community.

When we receive requests for noise barriers, each community is evaluated against criteria that include: whether the homes predate the highway, whether noise levels equal or exceed an impact threshold of 66 decibels (dBA), and whether an effective noise barrier can be constructed for a reasonable cost. Our research has found that the homes in the Treeview community were built after the opening of MD 210. In view of this information, we cannot consider the development for noise barriers.

I regret that I am unable to offer a more positive response to your request. However, if you have any questions regarding this matter, please feel free to contact Shawn Newson, of our Noise Abatement Team. Shawn is available at (410) 545-8600.

Sincerely,

Charles B. Adams  
Director  
Office of Environmental Design

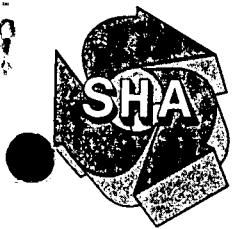
cc: Noise Abatement Team

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

bcc: Mr. Charlie Watkins, District 3



**Maryland Department of Transportation  
State Highway Administration**

# 1229

226

David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

October 28, 1996

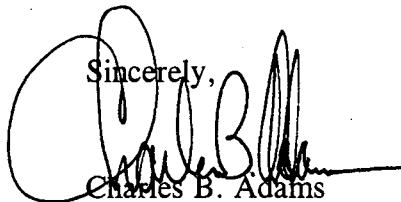
Mrs. Becky Terry  
6305 Morning Time Lane  
Columbia MD 21044

Dear Mrs. Terry:

Thank you for writing to express your concerns about the statement in the noise analysis which references your property. It is true that the noise meter placed at your home was vandalized during the test. However, it was unfair to presume that this act was committed by you or a member of your family. Such a remark should never have been allowed in the report. We are taking action to have this reference removed from the report.

I apologize for any inconvenience or embarrassment this oversight may have caused you and your family. If I can be of further assistance in this matter, please feel free to call me at (410) 545-8640.

*Please except our  
apologies, this never  
should have appeared in  
the report.*

Sincerely,  


Charles B. Adams  
Director  
Office of Environmental Design

cc: Mr. Josh Heltzer, River Hill Community Association,  
Member of the Board  
Noise Abatement Team

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

bcc: Mr. Mike Kelly, The Wilson T. Ballard Company

8





**Maryland Department of Transportation**  
**State Highway Administration**

224 #1141-BA

David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

October 29, 1996

Ms. Kathy Villani-McGahey  
901 Essex Square  
Baltimore MD 21221

Dear Ms. Villani-McGahey:

I am writing to let you know the results of the noise monitoring analysis recently performed at your home located near MD 702. A chart and graph which illustrates the results have been included for your information. Before discussing the results of the analysis, I would like to explain a little about our noise abatement criteria and noise analysis procedures.

Communities requesting noise barriers are evaluated against criteria that include: whether the homes predate the highway, whether the noise levels equal or exceed an impact threshold of 66 decibels (dBA), and whether an effective noise barrier can be constructed for a reasonable cost.

The noise measurement procedure involved monitoring the noise level on your property for a total test period of 24-hours. The noise was measured in continuous 20-minute intervals, and the data was then combined and averaged to give us an hourly noise level for each hour of the day and night (see Exhibit 1). As you can see, there were several time intervals during which it was suspected that noise from sources other than traffic on MD 702 produced a higher than normal level. There are several factors which support this conclusion. From our years of experience in monitoring traffic noise, we have found that while noise levels vary hour-to-hour, there is always a general trend demonstrated; that the variation in level changes gradually and generally corresponds to traffic conditions (the number of vehicles and their speed). When extremely large deviations from this trend are recorded, it is due to noise from another source, or an unusual event. Unfortunately, because the noise monitor is basically unattended for the majority of the testing period, we are not able to identify this "non-highway" noise source, but its influence is apparent. In this location, such influence is possible from the local street traffic (on Essex Square and Essex Avenue), or from aircraft flyovers from nearby Martin State Airport. In the data analysis, the intervals during which these "non-highway" noise events occurred are excluded. The results are shown on the graph labeled Exhibit 2. Noise levels attributable to MD 702 ranged from 52-61 dBA.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
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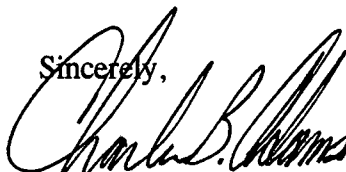
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



Ms. Kathy Villiani-McGahey  
Page Two

While the noise levels at your home do not equal or exceed the impact threshold of 66 dBA, we will include your community as part of a noise analysis to be performed along the MD 702 corridor. A representative from our Noise Abatement Team will contact you within the next two weeks to schedule a timeframe for this work. In the meantime, if you have any questions regarding this information, please feel free to contact Shawn Newson, at (410) 545-8600.

Sincerely,



Charles B. Adams

Director

Office of Environmental Design

cc: Ms. Rosa Lee Hudson  
Ms. Henrietta Fraley ✓  
Noise Abatement Team ✓

# 24 - HOUR NOISE MONITORING ANALYSIS

901 ESSEX SQUARE  
McGAINEY RESIDENCE

Chart displays the hourly Leq

Date of noise measurement: September 30 - October 1, 1996

LOCATION: Front Yard

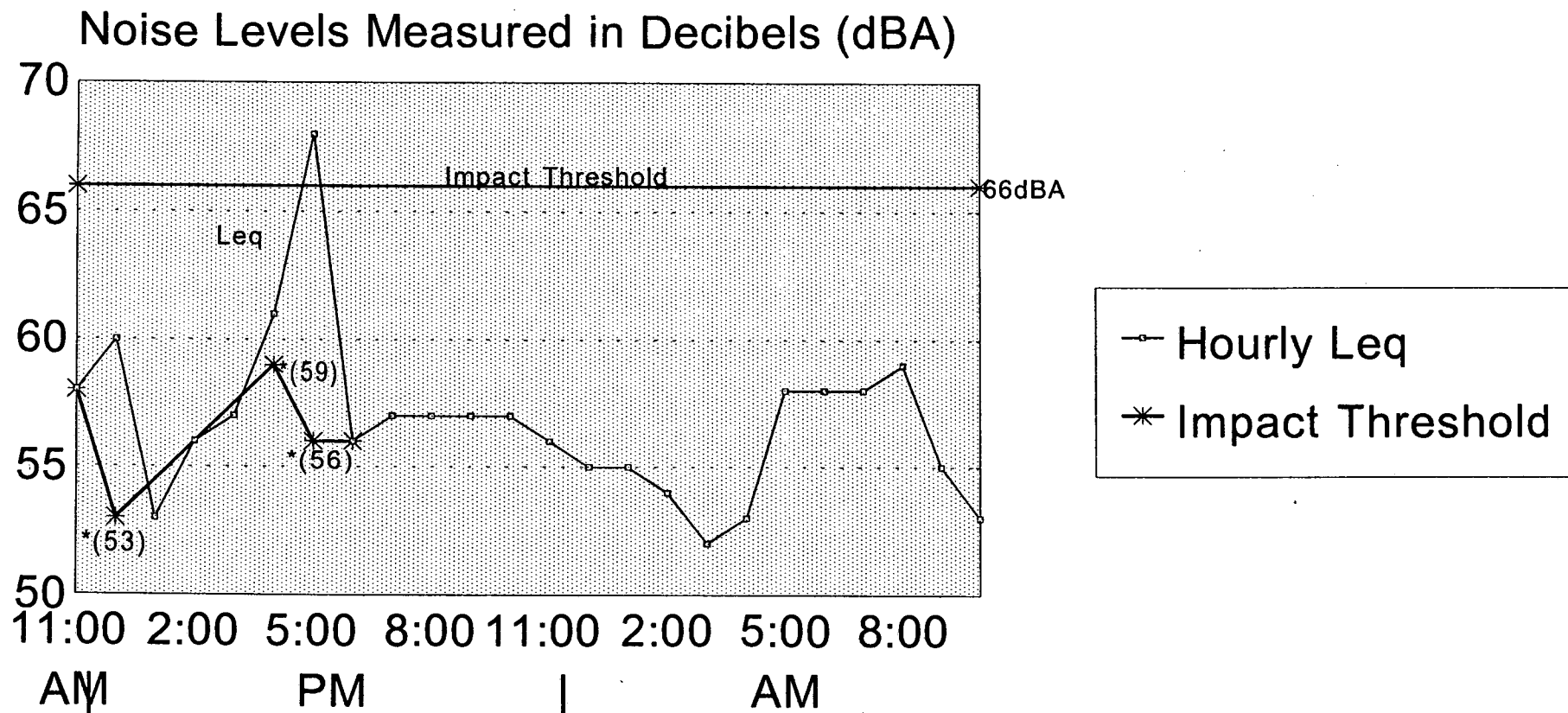
TIME:	Leq(dBA)	
11:00 AM	58	
12:00 Noon	60	*(53)
1:00 PM	53	
2:00 PM	56	
3:00 PM	57	
4:00 PM	61	*(59)
5:00 PM	68	*(56)
6:00 PM	56	
7:00 PM	57	
8:00 PM	57	
9:00 PM	57	
10:00 PM	57	
11:00 PM	56	
12:00 Midnight	55	
1:00 AM	55	
2:00 AM	54	
3:00 AM	52	
4:00 AM	53	
5:00 AM	58	
6:00 AM	58	
7:00 AM	58	
8:00 AM	59	
9:00 AM	55	
10:00 AM	53	

Note: \* Includes suspected influence from non-highway noise source(s).  
Noise level in Parentheses ( ) is without non-highway noise.

# 24 - HOUR NOISE MONITORING ANALYSIS

901 ESSEX SQUARE  
McGAINEY RESIDENCE

227

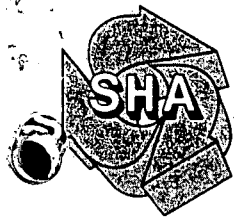


Graph Displays the Highest Hourly Leq

Date of Measurement: 9/30-10/1, 1996

MD 702  
EXHIBIT 2

228



**Maryland Department of Transportation**  
**State Highway Administration**

#1230

229

BINDER

David L. Winstead  
Secretary

Parker F. Williams  
Administrator

Poss. Same as #1003  
New Address +  
Community AA

December 4, 1996

Mr. George E. Ward III  
14 Second Street  
Annapolis MD 21401

Dear Mr. Ward:

Thank you for contacting our office about a noise barrier for the Greenwood Acres community located adjacent to US 50. I would like to respond to your questions as well as explain about our noise abatement criteria.

Noise barriers can be built in conjunction with new roadway construction or expansion of existing highways. When deciding where to build a barrier we perform an environmental analysis which is conducted during the highway planning process, to see whether noise levels will equal or exceed an impact threshold of 66 decibels (dBA), and if so, whether they can be reduced for a reasonable cost. The homes must also predate the approval date of the highway improvements to be considered eligible for noise abatement.

When the State Highway Administration received location approval for the improvements along US 50, the Greenwood Acres community had not been constructed and therefore was not included in the environmental analysis. In view of this information, the decision was made to terminate the barrier at its existing location. Also, because homes do not meet the date of development criteria, there are no plans to build a barrier at this location.

In 1994, SHA sent a letter to the Greenwood Acres Project Manager, Mr. Gene Gogolinski, informing him that a noise barriers would not be constructed for this community. A copy of this letter is enclosed for your information. It is unfortunate that you were misinformed regarding the outcome of this situation. While I certainly understand your frustration, I hope you understand that we must adhere to the guidelines of our criteria when determining where noise barriers are built.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

230  
Mr. George E. Ward III  
Page Two

I regret that I am unable to offer a positive response to your request for a noise barrier. However, if you have any questions, or would like to discuss this matter further, please feel free to contact me at (410)545-8640.

Sincerely,

Charles B. Adams  
Director  
Office of Environmental Design

Enclosure

cc: Noise Abatement Team

231

Mr. George E. Ward  
Page Three

bcc: Mr. Paul Armstrong, District Engineer, State Highway Administration



**Maryland Department of Transportation  
State Highway Administration**

232  
O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
138 DEFENSE HIGHWAY  
ANNAPOLIS, MARYLAND 21401

Joseph Geckle  
Project Engineer  
MD State Highway Admin.  
AA-315-502-572  
January 14, 1994

Greenwood Acres  
Project Manager  
Gene Gogolinski

Please be advised that there are no plans to construct a noise abatement wall system for the community of Greenwood Acres, currently under construction, on second street in Anne Arundel County. A section of the noise abatement wall system for the existing community of North River Forest shall extend approximately 300 feet east of South Haven Road. This wall however is neither designed nor anticipated to provide any noise abatement for the Greenwood Acres community. Plans for the noise barrier systems currently under construction may be reviewed at our field office on Harry Truman Parkway.

Sincerely,

Joseph Geckle

cc: F.Eisen - Hwy. design  
B.Davitt - Area Eng.

My telephone number is (410) 841-5450

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 585-0451 D.C. Metro - 1-800-492-5082 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717





**Maryland Department of Transportation**  
**State Highway Administration**

233 #1003-AA  
David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

February 9, 1996

Mr. George Ward  
1665 Cananaro Drive  
Annapolis, Maryland 21401

Dear Mr. Ward:

I am writing to report the results of the noise monitoring study conducted at your community located near U.S. Routes 50/301. Enclosed for your information is a copy of the report that explains the noise monitoring study. Before we discuss the results, I would like to thank you for your patience as we worked to obtain accurate mapping of the community. Also, I would like to explain how our noise abatement program operates and how this relates to your community.

Noise abatement projects are classified as either Type II or Type I projects. Those which fall into the Type II program involve the construction of noise barriers at locations where the highway was built before environmental impact analyses became a requirement of the highway development process. Communities must predate the original highway to be eligible for this program. These are stand-alone projects that consist solely of noise barrier construction.

Type I noise abatement projects on the other hand, are those which are built in conjunction with new roadway construction or expansion of existing highways. Noise barriers are included when an environmental impact analysis, conducted as part of the highway planning process determines that the noise impact from the proposed highway will exceed a threshold impact of 67 dBA, and that noise levels can be reduced for a reasonable cost. Noise levels must exceed the impact threshold to be considered for either program and the homes must predate the approval date for the proposed improvements.

Your community was evaluated during the planning of the U.S. 50/301 improvements. An environmental impact study was conducted to assess potential noise impacts from the proposed improvements. At the time of this study all of the homes in your community had not been constructed. Therefore, the analysis was based on the homes already in existence at that time.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**  
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

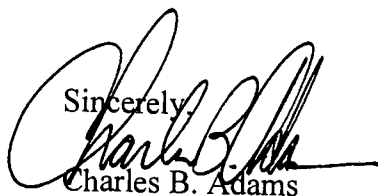
234  
Mr. George Ward  
February 9, 1996  
Page Two

There are two things we look at in making a determination of noise impact. First is whether noise levels will exceed 67 dBA and second is whether there will be a significant change in noise levels over a no-build situation. The analysis concluded that the future year (2010), predicted noise levels would exceed 67 dBA at the residences monitored. However, in 1987 a re-analysis was performed which showed that the proposed highway project would not result in a substantial change in noise levels over a no-build situation. The study defined substantial change as equal to or greater than 5 dBA. Even though the study predicted future noise levels in the excess of the 67 dBA impact threshold, there would only be a change of 1-2 decibels compared to making no improvements. Therefore, noise barriers were not proposed for inclusion with this project.

The results of our recent study showed that the most of the homes are currently not experiencing noise levels that reach the impact threshold. Noise levels measured in the community ranged from 51-68 decibels (dBA). During the short-term monitoring, noise levels did exceed the impact threshold of 67 dBA at two (2) residences.

I regret that I am unable to offer a more positive response to your request. If you have any questions regarding this information, please feel free to contact me at (410) 545-8640.

Sincerely,



Charles B. Adams

Director

Office of Environmental Design

Enclosure

cc: Ms. Chris Murphy  
Mr. Ken Polcak



**Maryland Department of Transportation  
State Highway Administration**

Shawn #151  
235  
David L. [unclear] ad  
Secretary  
Parker F. Williams  
Administrator  
#1151-BA

September 25, 1996

Mr. Robert West  
3674 Double Rock Lane  
Parkville MD 21234

Dear Mr. West:

Thank you for contacting our office to request that a noise barrier be constructed along the Baltimore Beltway (I-695), near the Double Rock community.

When we receive requests for noise barriers, each community is evaluated against criteria that include: whether the homes predate the highway, whether the noise levels equal or exceed an impact threshold of 66 decibels (dBA), and whether an effective noise barrier can be constructed for a reasonable cost.

As you may already know, the State Highway Administration (SHA) has future plans to expand the Beltway near your community. Currently, this work is on hold because construction funds are not available. However, preliminary work that included environmental studies, has been performed. Results of the environmental evaluations identified the Double Rock community as an area to be furthered studied for noise abatement eligibility when the Beltway is widened. This analysis will be conducted once we advance to the design phase of the proposed Beltway improvements. A representative from my staff will contact you to schedule additional noise monitoring studies once we reach that stage.

In the meantime, if you have any questions regarding this matter, please feel free to contact Shawn Newson, of our Noise Abatement Team. Shawn can be reached at (410) 545-8600.

Sincerely,

Charles B. Adams  
Director  
Office of Environmental Design

cc: Noise Abatement Team

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation  
State Highway Administration**

236

#1083- AA

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

March 25, 1996

Mrs. Wiley  
424 E. Stiemly Avenue  
Glen Burnie, Maryland 21061

Dear Mrs. Wiley:

Thank you for contacting our office about the noise from MD 10, near your home in Anne Arundel county.

We are conducting an investigation to determine if your community meets all of our noise abatement criteria. We anticipate that this work will take the next several weeks to complete. I will be in touch with again by the end of April.

In the meantime, if you should have any questions regarding this information, please feel free to call Ms. Shawn Newson, of our Noise Abatement Team. Ms. Newson can be reached at (410)545-8600.

Your patience in this matter is appreciated.

Sincerely,

Charles B. Adams

Director

Office of Environmental Design

cc: Mr. Edward Meehan, District 5  
Noise Abatement Team

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

237



**Maryland Department of Transportation  
State Highway Administration**

238

#112-HO

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

March 6, 1996

Mr. Eric Yates  
9323 Wild Grass Court  
Columbia MD 20794

Dear Mr. Yates:

Thank you for contacting our office about the noise from I-95 near your home, in Howard county.

When we receive requests for noise barriers, each area is evaluated and measured against criteria that include: whether the noise levels exceed an impact threshold of 67 decibels (dBA), whether the homes pre-date construction of the highway, and whether a noise barrier can be built for a reasonable cost. Our records indicate that your home was built after completion of I-95. Given this information, we cannot consider the community for noise abatement.

I regret that I cannot offer a more positive response to your request. If you should have any questions regarding this information, please feel free to contact me at (410)545-8640.

Sincerely,

Charles B. Adams

Director  
Office of Environmental Design

cc: Noise Abatement Team

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202